

DERWENT VALLEY MILLS WORLD HERITAGE SITE
management plan



This is a controlled document

Holder:

Number:

Revision 1: May 2002
Revision 2: December 2002
Revision 3: January 2007
Adopted: January 2007



FOREWORD



Stretching from Matlock Bath in the north to Derby in the south, the World Heritage Site defines a cultural landscape of exceptional significance.

It was in the Derwent Valley during the 18th century that the new factory system was born – an event which transformed economies and landscapes far beyond the valley itself. Within the boundaries of the site are a series of pioneer historic mill complexes and the watercourses which powered them. No less important are the settlements that were built for the mill workers, the canals, railways, roads and other historic infrastructure – all grouped within a distinctive landscape setting that has changed little over two centuries.

The Government is accountable to UNESCO and the wider international community for the future conservation and presentation of this important site. It is a responsibility we take seriously.

This Management Plan has been revised and developed in close co-operation with the organisations responsible for the day-to-day care of the site, together with the local community and others with a special interest in it. The Plan aims to ensure that the conservation and management of the site is undertaken in a sensitive and appropriate manner. It highlights the key issues affecting the site both now and in the future, and outlines how these will be addressed. This most recent revision of the Plan sets out an exciting challenge to harness the outstanding universal value of the Derwent Valley as a driver for economic regeneration, and in it, as an appendix, is an economic development study, undertaken in 2005. The production of the study, made possible through the support of the Derby and Derbyshire Economic Partnership, should help to bring real benefits to all those who live and work in the area.

A handwritten signature in black ink that reads "Tessa Jowell".

The Rt Hon. Tessa Jowell MP
Secretary of State for Culture, Media and Sport

PREFACE



The Derwent Valley Mills were inscribed on the World Heritage List in December 2001.

Principles for the long-term protection, interpretation and management of the site were established in the Management Plan that accompanied the World Heritage nomination and formal adoption of the plan confirmed common purpose amongst all the partners who committed themselves to understanding, protecting and promoting the Derwent Valley Mills World Heritage Site. This revision of the Management Plan records progress to date and develops further how its objectives are being met.

In my preface to the 2003 revision of the Plan I said that its success will be judged when the Plan is reviewed in 2006. It is therefore good to be able to report that, five years on from inscription, there have been significant achievements in the implementation of the Plan.

Investment by the Derby and Derbyshire Economic Partnership (DDEP) in a two and a half year programme of work has delivered considerable benefits and helped to establish good foundations for the interpretation and promotion of the Site.

An impressive web site has been created, attracting nearly 100 people a day from over 60 countries across the globe. An education directory has been produced and distributed to all Derbyshire schools and sold to schools further afield. Learning resource packs have been produced to show teachers how the Site fits into the National Curriculum. New interpretation and display panels have been erected within the visitor centre at Strutt's North Mill Belper, part funded by the HLF, and a number of community groups have been involved in the production and erection of interpretation panels at several points along the valley.

Trains, buses and trams have been boldly branded with World Heritage Site promotional images. Information packs have been produced for the media, local business people and the travel trade. A succinct visitor guide leaflet has been produced with over 90,000 copies distributed during 2005-6. The first World Heritage Site Discovery Day was held in October 2005 and was so successful that in 2006 it turned into Discovery Days, when over 3000 people participated in two days of events.

But critically important conservation objectives have also been pursued energetically. A further phase of restoration at Cromford Mill has been completed, with the assistance of the Heritage Lottery Fund (HLF) and the regional development agency EMDA. A £2m+ Townscape Heritage Initiative Scheme has been established for Belper and Milford, supported by the HLF and DDEP and I am pleased to be able to say that English Heritage has maintained support for the Derwent Valley Mills Heritage Economic Regeneration Scheme, which provides grants for property owners wishing to repair and enhance buildings within the conservation areas of Cromford, Belper, Milford and Darley Abbey.

Perhaps the most influential development has been the production of an economic development study. It identifies the critical importance to the Valley's economic well-being of systems of sustainable transport. It also sets out ambitious challenges to the Partners to take forward a number of development initiatives, which have been shaped to fit within the environmental management objectives set out in this Management Plan.

It may be seen therefore that the Plan has been devised to deliver a wide range of social and economic benefits as well as conservation benefits.

The Derwent Valley Mills Partnership can be proud of its achievements to date, engaging the commitment of communities in the Derwent Valley. But the aspirations set out in the Management Plan can only be achieved by sustaining these well-developed partnerships and shared visions. The experience of partnership working so far has been good, but no one should underestimate the challenge of the delivery of an ambitious programme of objectives via a federation of over 30 participatory bodies and a 'constituency' of over 30,000 residents.

A handwritten signature in black ink, reading "Neil Cossons". The signature is written in a cursive, flowing style with a large initial 'N'.

Sir Neil Cossons
Chairman of English Heritage

LIST OF CONTENTS

FOREWORD

PREFACE

SUMMARY 1

INTRODUCTION 7

PART ONE: DESCRIPTION OF THE SITE 9

- 1.1 Identification of the Derwent Valley Mills
- 1.2 Significance of the Site
- 1.3 Cultural Landscape
- 1.4 Economic Development
- 1.5 Criteria for Inscription
- 1.6 Authenticity
- 1.7 Current Interests and Management Context

PART TWO: EVALUATION & IDENTIFICATION OF KEY MANAGEMENT ISSUES 25

- 2.1 Introduction
- 2.2 Management Guidelines and Overall Conservation
- 2.3 Monitoring, Conservation and Maintenance of the Cultural Heritage
- 2.4 Public Awareness, Education and Research
- 2.5 Transportation
- 2.6 Sustainable Tourism
- 2.7 Co-ordination, Monitoring and Consultation
- 2.8 Funding

PART THREE: MANAGEMENT OBJECTIVES, STRATEGIES & ACHIEVEMENTS 46

- 3.1 Management Guidelines and Monitoring, Conservation and Maintenance of the Cultural Heritage
- 3.2 Public Awareness, Education and Research
- 3.3 Transportation
- 3.4 Sustainable Tourism
- 3.5 Co-ordination, Monitoring and Consultation

PART FOUR: SITE MANAGEMENT ACTION PLAN

61

- 4.1 Introduction
- 4.2 Management Guidelines and Monitoring, and Conservation and Maintenance of the Cultural Heritage
- 4.3 Public Awareness, Education and Research
- 4.4 Transportation
- 4.5 Sustainable Tourism
- 4.6 Co-ordination, Monitoring and Consultation
- 4.7 Action Plan Summary (2000-2005)

PART FIVE: KEY MONITORING INDICATORS **98**

- 5.1 Introduction
- 5.2 Context
- 5.3 Brief
- 5.4 Proposed Key Indicators

ACKNOWLEDGEMENTS **103**

APPENDICES

- 1 Buffer Zone
- 2 Planning Policies
- 3 Description of Property
- 4 Statutory and Other Designations
- 5 Landscape Character Assessment
- 6 Local Biodiversity Action Plan
- 7 Buildings at Risk
- 8 Transportation Report (Sheffield Hallam University, 2000)
- 9 Transportation Study Brief (Derbyshire County Council, 2001)
- 10 Recreational Routes
- 11 Highways Historic Environment Policy
- 12 Report on Consultation
- 13 Levels of Authority
- 14 Primary Contacts
- 15 Glossary of Terms and Abbreviations
- 16 Terms of Reference of Liaison Panels
- 17 Derwent Valley Mills Cultural Landscape Statement
- 18 Economic Development Plan
- 19 Public Arts Strategy
- 20 Marketing Strategy

The DVMWHS Annual reports and other literature provided by the Partnership are available on the website www.derwentvalleymills.org

SUMMARY

The Derwent Valley Mills World Heritage Site

The ensemble of industrial sites and settlements dating from the eighteenth to the early twentieth centuries situated in the lower Derwent Valley in Derbyshire represents a unique surviving example of outstanding human endeavour in what the world has recognised as the 'Industrial Revolution'. The textile mills of Matlock Bath, Cromford, Lea, Belper, Milford, Darley Abbey and Derby were the forerunners of an explosion in the development of the textile factory system that has led to the area becoming known as "the cradle of the new factory system". Innovations in mill building with the use of cast iron, fireproofing and warm air heating influenced the development of modern architecture across Europe and the world.

The key entrepreneurs John and Thomas Lombe, Richard Arkwright, Jedediah and William Strutt and Thomas Evans lent their robust energies to the industrial enterprise and set new standards for workers' housing.

The ensemble remains substantially intact, and represents a unique cultural landscape of industrial buildings, related housing, canal, road and railway architecture set for the most part in a green landscape.

The boundary of the site encloses an area of approximately 1229 hectares and the site measures some 24km stretching from Masson Mill in the north to Derby Silk Mill in the south, with a buffer zone of approximately 4363 hectares. The majority of the buildings are in use and the changing nature of the economy and pressures for development require careful control. The key buildings and industrial settlements, and their care and maintenance, are the responsibility of numerous owners, and the Government and several local planning authorities are responsible for the protection and enhancement of the historic built and natural environment through statutory planning powers.

Criteria for Inscription

The identification of the cultural values of the site forms the basis of, and underpins, the Management Plan. This approach should help to ensure that the values that make the site important, especially its "outstanding universal value (ouv)", are not diminished.

On 16 December 2001, the Derwent Valley Mills were inscribed on the World Heritage List on the basis of two criteria. These are:

- C(ii) That the site exhibits "an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town planning or landscape design";
- C(iv) That the site is "an outstanding example of a type of building or architectural or technological ensemble or landscape, which illustrates a significant stage in human history".

The UNESCO World Heritage Committee recorded that these criteria were met for the following reasons:

- C(ii) The Derwent Valley saw the birth of the factory system, when new types of building were erected to house the new technology for spinning cotton developed by Richard Arkwright in the early 19th century.

- C(iv) In the Derwent Valley for the first time there was large-scale industrial production in a hitherto rural landscape. The need to provide housing and other facilities for workers and managers resulted in the creation of the first modern industrial towns.

The Purpose of the Management Plan

The first consultation draft of the Management Plan was published in July 2000, following a period of consultation between September 1999 and June 2000 with property owners and other people who live and work in the area. A second consultation draft was published in May 2002 and a second revision of the adopted Plan in April 2003 incorporated the results of further consultation. This latest revision records the progress that has been made since July 2000 in implementing immediate priorities, and sets new targets for 2007-12.

World Heritage status brings considerable prestige to the area but carries with it no additional statutory controls. However, as stated in the Government's Planning Policy Guidance Note 15 (PPG 15) "Planning and the Historic Environment", World Heritage Site status is a key material factor which must be taken into account by local authorities when making planning decisions (paragraph 2.22).

This adopted Plan is not prescriptive or binding on landowners and management agencies, but aims to set the framework for co-ordinated management and the development of partnerships. In this way, the Plan is intended to enhance the existing plan coverage (such as the local statutory plans and local transport plans) and will serve to inform existing and future management documents relating to the area.

Its overarching mission is: **to conserve the unique and important cultural landscape of the Derwent Valley Mills World Heritage Site; to protect its outstanding universal value (ouv), to interpret and promote its assets; and to enhance its character, appearance and economic well-being in a sustainable manner.**

The Management Plan is an important 'tool' in the delivery of these objectives. The Plan provides a framework for the integrated and proactive management of this cultural landscape, helping to ensure that its special qualities are sustained and preserved for future generations.

In particular, the Plan aims to:

- Identify key issues affecting the vulnerability of the cultural landscape, opportunities for its enhancement and measures to protect the crucial significance of the site.
- Establish guidelines for the future management of the site, and the buildings and land within it, so that the special character of the cultural landscape is protected and enhanced.
- Increase public awareness of, and interest in, the site; realise its full potential as an education and learning resource; and establish a co-ordinated research framework.
- Develop an integrated and sustainable approach to meeting the transportation needs of the site.
- Identify how present and possible future tourism within the site can be developed in an environmentally and economically sustainable way for the benefit of the local economy.
- Provide a common framework in which owners, occupiers, residents, public and voluntary agencies can pursue both individual and partnership action plans.

- Establish lasting mechanisms for monitoring, co-ordination and consultation.

Management Objectives and Strategies

The following objectives have been adopted for the site, to:

1. Ensure that the statutory Development Plan and Supplementary Planning Documents provide policies for development that recognise the significance of the site.
2. Ensure that protection within the policy framework, when developed, remains effective in the long-term.
3. Review records of statutory and non-statutory designations for protection.
4. Establish an accurate picture of the current condition and vulnerability of the built heritage.
5. Encourage owners to ensure that maintenance, repair and restoration are carried out sympathetically and to a high standard.
6. Protect, maintain and enhance the quality and distinctiveness of the Derwent Valley Mills cultural landscape.
7. Protect and enhance the character of parks and gardens, particularly those included in the English Heritage register.
8. Protect and enhance special landscape character within the site.
9. Conserve and enhance biodiversity within the site.
10. Ensure that effective measures are in place to deal with risks and hazards that may threaten the site.
11. Co-ordinate information from all sources to provide a comprehensive site database;
12. Encourage and promote further research into the historical, archaeological and other values of the site and its constituent elements.
13. Encourage a cohesive strategy for the presentation and interpretation of the site.
14. Develop co-ordinated strategies for site publicity.
15. Develop mechanisms to unlock the full potential of the site as an education and learning resource.
16. Identify and review transportation problems and opportunities within the site and on routes giving access to the site.
17. Investigate the potential for better transport integration within the site and buffer zone.
18. Ensure that Local Transport Plans and the proposals of other transport providers take account of the conservation needs of the whole site.

19. Assess the capacity of individual locations within the site to absorb tourism and derive a sustainable tourism strategy which benefits the local economy.
20. Encourage visitor attractions to adopt the principles of the Management Plan in their individual strategies.
21. Develop an integrated marketing strategy for the site which takes account of the critical balance between conservation and tourism.
22. Ensure integration of strategies for tourism within the site with the wider strategies pursued by local, county-wide and regional agencies.
23. Formalise arrangements for the continuing management of the Derwent Valley Mills World Heritage Site.
24. Instigate a continuing programme of consultation and public involvement.
25. Develop a policy for acquiring and maintaining collections which support, enhance and help interpret the outstanding universal value of the World Heritage Site.
26. Establish a monitoring regime which informs priorities in the long-term.

The Contents of the Plan

Part One of the Plan contains an assessment of the cultural values that make the Derwent Valley Mills special, including justification for its inscription on the World Heritage List.

The protection of the site's values and sympathetic land management within the area greatly depend on identifying and resolving key management issues. Part Two contains the descriptive information used to identify the various issues related to the management needs and evaluates the key management issues.

Part Three sets out objectives and strategies for the management of the site based on a strategic view over the long-term. A programme for action is identified in Part Four.

Implementing the Plan

The plan seeks to advise and influence the management of the World Heritage Site in line with its objectives, but has no statutory status. It is designed to achieve a sense of 'ownership' from all users of the site including property owners, managers and the local community, in order to generate the commitment necessary to achieve its objectives.

Part Four of the Plan sets out a detailed action plan for the short-term. It is updated at the time of each revision of the Plan. The implementation of the Plan is achieved by a variety of agencies and individuals that own land and property, or currently have management responsibilities, in the site. Some strategies require collective action, while others fall to a single agency or individual. The willingness of owners to support the Plan and contribute to the maintenance of the historic buildings and landscape features is fundamental to the achievement of its objectives.

Three specific mechanisms have been put in place to aid the successful achievement of the objectives:

- The establishment of 'The Derwent Valley Mills Partnership'; an overarching management body of local elected representatives and others which oversees the implementation and delivery of the Plan and monitors its success.
- The establishment of a Technical Panel, which reports to the Partnership and meets on a regular basis to progress the implementation of the Management Plan. Specific topic groups also advise the Partnership, via the Technical Panel.
- The appointment of a World Heritage Site Coordinator who reviews and monitors the effectiveness of the Management Plan and, as the title suggests, coordinates action by the many bodies and individuals which make up the Partnership and its supporters.

Contact Information

Questions on or comments about this Management Plan should be addressed to the World Heritage Site Coordinator, Adrian Farmer:

Adrian Farmer
World Heritage Site Co-ordinator
Derwent Valley Mills Partnership
PO Box 6297
Matlock
Derbyshire DE4 3WJ
T: 01629 585166
E: adrian.farmer@derbyshire.gov.uk

Current Membership

Amber Valley Borough Council

Arkwright Society
 Belper North Mill Trust
 Belper Town Council
 Cromford Parish Council
 Darley Abbey Community Association
 Darley Abbey Society
 Department for Culture, Media and Sport
 Derby City Council

Derby Conservation Area Advisory Committee
 Derbyshire Association of Local Councils
 representing: Alderwasley Parish Council
 Breadsall Parish Council
 Crich Parish Council
 Duffield Parish Council
 Little Eaton Parish Council
 Ripley Town Council
 Wirksworth Town Council

Derbyshire County Council

Derbyshire Dales District Council
 Derwent Valley Rural Transport Partnership
 Derwent Valley Trust
 Dethick, Lea and Holloway Parish Council
 East Midlands Confederation of British Industry
 Derby and Derbyshire Economic Partnership
 Derbyshire Wildlife Trust
 EMDA Business Champion
 English Heritage

Environment Agency
 Erewash Borough Council
 Friends of the Cromford Canal
 ICOMOS UK
 Learning and Skills Council Derbyshire
 Matlock Bath Parish Council
 Natural England
 Peak District & Derbyshire Destination
 Management Partnership
 Southern Derbyshire Chamber
 Tourism, Arts & Heritage Sites Panel Chair

Partnership

Cllr John Nelson

Cllr Geoff Carlile
 Cllr Peter Arnold
 Cllr Angus Watson
 Mr Roy Hartle
 Mr David Ling
 Mr Peter Marsden
 Cllr Chris Wynn,
 Mr Ray Rippingale
 Mr Maxwell Craven MBE
 Cllr Ms Irene Ratcliffe

Cllr Mrs Joyce Sanders⁽¹⁾
 Cllr Charles Cutting

Cllr Geoff Stevens

Dr Brian Waters
 Dr James Hawksley
 Mr Peter Stevenson

Ms Irene Coope
 Mr Brian Ashby
 Dr Anthony Streeten

Mr James Freeborough
 Cllr Garry K Hickton
 Mr Patrick Morriss

Cllr Elizabeth Holmes
 Dr Tom Moat
 -

Technical Panel

Mr Carl Whysall⁽³⁾,
 Ms Rachael Coates⁽³⁾,
 Dr Chris Charlton OBE⁽³⁾,
 Mrs Mary Smedley

Mr Harry Hopkinson⁽³⁾,

Mr Barry Joyce MBE⁽²⁾⁽³⁾,
 Mr Geoff Blissett
 Ms Tanya Shaw
 Mr Alastair Morley

Mr David Wright

Ms Louise Brennan,
 Dr Chris Young

Ms Kerry Bennett⁽³⁾

Ms S Denyer⁽³⁾
 Mrs S Axbey

Dr Ian Butterfield

Mr Bob Faithorn⁽³⁾,

- (1) Partnership Chair
- (2) Technical Panel Chair
- (3) These Technical Panel members also sit on the Partnership

INTRODUCTION

The Aims of the Management Plan

The Management Plan has been prepared by the Derwent Valley Mills Partnership. Wide consultation with owners, local communities and local, regional and national organisations, has helped determine the issues which are addressed and their relative importance for the World Heritage Site. The Plan is not prescriptive but provides a framework within which the agencies involved in its preparation can develop agreed objectives and strategies and then work in partnership with owners and residents to protect and enhance the unique cultural landscape of the Derwent Valley. In the short-term, within the powers of the agencies, the most urgent parts of the Plan are being tackled.

The Plan provides a context in which those who live and work, occupy or own property, in the site or the adjacent buffer zone can participate in, and contribute to, the conservation of the site. They may do so individually or collectively and they will have opportunities to participate further in the development of the Plan.

The Management Plan has an overarching mission:

To conserve the unique and important cultural landscape of the Derwent Valley Mills World Heritage Site; to protect its outstanding universal value (ouV) , to interpret and promote its assets; and to enhance its character, appearance and economic well-being in a sustainable manner.

That mission is, in a sense, timeless. Conservation of such a significant asset cannot have an end date, and the Management Plan will, therefore, need to be continually developed.

The Management Plan has seven specific aims:

1. to identify key issues affecting the vulnerability of the cultural landscape, opportunities for its enhancement and measures to protect the crucial significance of the site;
2. to establish guidelines for the future management of the site, and the buildings and land within it, so that the special character of the cultural landscape is protected and enhanced;
3. to increase public awareness of, and interest in, the site; to realise its full potential as an education and learning resource; and to establish a co-ordinated research framework;
4. to develop an integrated and sustainable approach to meeting the transportation needs of the site;
5. to identify how present and possible future tourism within the site can be developed in an environmentally and economically sustainable way for the benefit of the local economy;
6. to provide a common framework in which owners, occupiers, residents, public and voluntary agencies can pursue both individual and partnership action plans;
7. to establish lasting mechanisms for monitoring, co-ordination and consultation.

These aims are translated into more detailed objectives and action plans in Parts 3 and 4 of the Management Plan.

Scope and Status of the Plan

The bodies which make up the Derwent Valley Mills Partnership are committed not only to the development of the Management Plan but to its implementation, particularly through planning development frameworks, other statutory mechanisms and in partnership with owners of property.

Inscription obliges local authorities to take into account the enhanced status of the site as a material planning consideration, as indicated in the Government's Planning Policy Guidance Note 15 (PPG 15) "Planning and the Historic Environment", paragraph 2.22.

In addition, paragraph 2.23 of PPG15 requires local authorities to:

"formulate specific planning policies for protecting these sites and include these policies in their development plans. Policies should reflect the fact that all these sites have been designated for their outstanding universal value (ouV), and they should place great weight on the need to protect them for the benefit of future generations as well as our own. Development proposals affecting these sites or their setting may be compatible with this objective, but should always be carefully scrutinised for their likely effect on the site or its setting in the longer term. Significant development proposals affecting World Heritage Sites will generally require formal environmental assessment, to ensure that their immediate impact and their implications for the longer term are fully evaluated."

The Partnership sees the Management Plan as a means of extending appreciation and broadening the mechanisms available to protect the unique inheritance of the Derwent Valley. It provides a shared framework for decision making and, whilst it does not replace the statutory process, introduce special controls or replace the responsibilities of individual owners, it offers the opportunity for integrated and sustainable protection and enhancement of the historic environment of the Derwent Valley. The authorities are keen to ensure that the Management Plan is adopted by the whole community.

Methodology

The Plan starts with a description of the site, and then leads on to an evaluation of its significance. From this, it is possible to evaluate the threats and opportunities affecting the site's significance, to identify possible options for dealing with them, and to formulate objectives and strategies for current and future management.

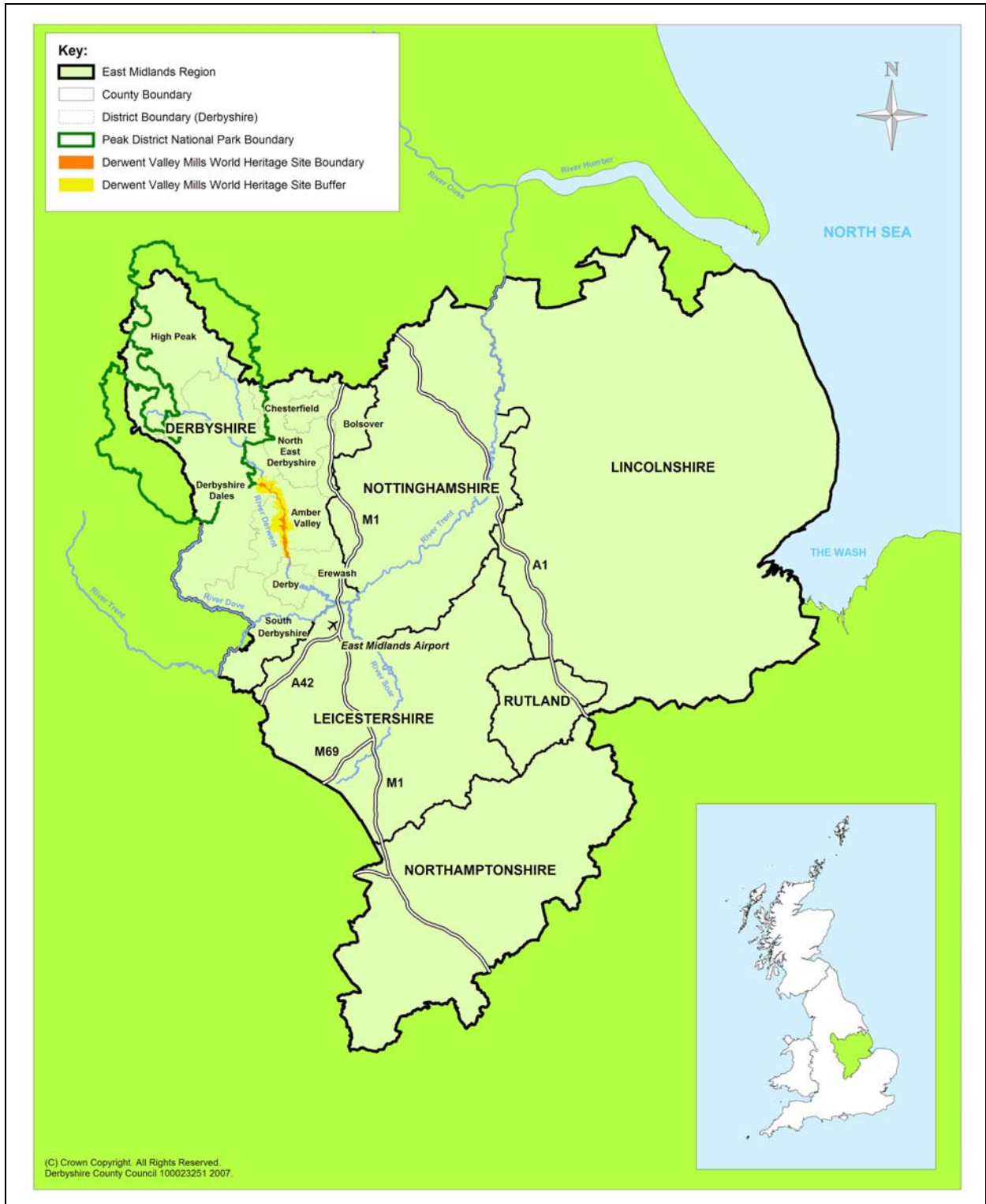
The Plan has been based on pioneering work carried out during the past twenty five years by bodies such as the Arkwright Society and the various responsible agencies. Since 1997, this wealth of experience has been brought together under the Derwent Valley Mills Technical Working Party, now styled the *Technical Panel*. This panel produced both the Nomination document and this Management Plan. Consultation has formed the basis of all preparations for inscription onto the World Heritage List including among the general public and business interests. Key issues of concern are picked up in the evaluation and action plan later.

In preparing this Plan, the Technical Panel has drawn on existing records and has set up new records covering a wide variety of academic research, surveys, analysis and photography.

PART ONE: DESCRIPTION OF THE SITE

1.1 Identification of the Derwent Valley Mills

| Country | Region | Property | Location |
|----------------|---------------------------------|----------------------|--|
| United Kingdom | Derbyshire in the East Midlands | Derwent Valley Mills | Latitude: 53.01' 13"N Longitude: 01.29' 59" W |



The Derwent Valley Mills World Heritage Site consists of a 24km length of the lower Derwent Valley in Derbyshire in the East Midlands of England stretching from Matlock Bath in the north to Derby City Centre in the south.

It includes within its boundaries a series of historic mill complexes, river weirs and associated settlements and transport networks. It combines elements of both a relict or fossil landscape in which the evolutionary process of industrialisation came to an end, leaving significant distinguishing features visible in material form, and a living landscape with significant evidence of its further evolution over time.

Co-ordinates of Key Properties within the Area

| Property | Geographical Co-ordinates | National Grid Reference |
|-------------------------------|---|-----------------------------------|
| Masson Mill, Matlock Bath | Latitude 53 06' 44" Longitude 01 33' 37" | SK 2944 5735 |
| Cromford Mill, Cromford | Latitude 53 06' 30" Longitude 01 33' 07" | SK 2975 5693 |
| Cromford Canal Wharf | Latitude 53 06' 34" Longitude 01 33' 07" | SK 2997 5704 |
| North Street, Cromford | Latitude 53 06' 25" Longitude 01 33' 37" | SK 2950 5670 & SK 2856 2956 |
| The Hill, Cromford | Latitude 53 06' 23" Longitude 01 33' 40" | SK 2939 5671 & SK 2938 5667 |
| Willersley Castle, Cromford | Latitude 53 06' 40" Longitude 01 33' 25" | SK 2965 5722 |
| Greyhound Hotel, Cromford | Latitude 53 06' 30" Longitude 01 33' 33" | SK 2950 5692 |
| Lea Bridge Mills and Cottages | Latitude 53 06' 14" Longitude 01 31' 29" | SK 3184 5632 |
| North Mill, Belper | Latitude 53 01' 43" Longitude 01 29' 07" | SK 3455 4807 |
| Long Row, Belper | Latitude 53 01' 37" Longitude 01 28' 54" | SK 3470 4791 & SK 3480 4791 |
| The Clusters, Belper | Latitude 53 01' 35" Longitude 01 28' 53" | SK 3480 4791 & SK 3480 4789 |
| Crossroads Farm, Belper | Latitude 53 01' 37" Longitude 01 29' 52" | SK 3364 4787 |
| Dalley Farm, Belper | Latitude 53 01' 44" Longitude 01 29' 52" | SK 3366 4791 |
| Wyver Farm, Belper | Latitude 53 02' 31" Longitude 01 29' 35" | SK 3396 4791 |
| Moscow Farm, Milford | Latitude 52 59' 46" Longitude 01 29' 00" | SK 3467 4448 |
| Milford Dyehouse, Milford | Latitude 53 00' 08" Longitude 01 28' 40" | SK 3505 4515 |
| Hopping Hill Terrace, Milford | Latitude 53 00' 21" Longitude 01 28' 47" | SK 3503 4546/ 3495/4553/3491/4556 |
| Redhill Farm, Makeney | Latitude 52 59' 41" Longitude 01 28' 27" | SK 3527 4433 |
| Boars Head Mill, Darley Abbey | Latitude 52 56' 35" Longitude 01 28' 25" | SK 3537 3856 |
| Brick Row, Darley Abbey | Latitude 52 56' 32" Longitude 01 28' 38" | SK 3509 3844 |
| Lavender Row, Darley Abbey | Latitude 52 56' 32" Longitude 01 28' 51" | SK 3490 3846 |
| Mile Ash Lane, Darley Abbey | Latitude 52 56' 30" Longitude 01 28' 51" | SK 3487 3842 |
| Derby Silk Mill, Derby | Latitude 52 55' 33" | SK 3534 3662 |

| | | |
|--|----------------------|--|
| | Longitude 01 28' 28" | |
|--|----------------------|--|

Boundary of the World Heritage Site

The boundary of the site was outlined in the Tentative List of UK World Heritage Sites published by the Department for Culture, Media and Sport in June 1999 and has been defined through field observation by applying the following principles:

- definition of the extant historic topography (buildings, features, landscapes) derived from, and exemplifying, the historical theme of the innovation of the textile mill and the economic and social infrastructure of the site as the 'cradle of the factory system';
- coincidence, wherever possible, with existing statutory and other formal designations within administrative areas where these are relevant to the criteria for inscription, taking account of historical ownership but omitting any contiguous zones of different character, or significant areas where the character and/or archaeological integrity has been lost or degraded;
- delineation as a single entity, without detailed outlying elements, linked by linear features where these are the defining characteristic of the historic topography and contribute to the site's universal value;
- tests of authenticity applied in relation to the historical evolution of a cultural landscape with particular regard to the archaeological integrity of form and landscape character, rather than necessarily the outward appearance of individual buildings.

Cromford (Map 1)

The northern end of the site comprises the Cromford Conservation Area, which focuses on the Cromford Mills and associated water courses, Masson Mill, workers' housing, the Greyhound Hotel, the Market Place, Corn Mill, Canal Wharf and the two Arkwright family residences and grounds. The only part of the Conservation Area to be excluded is a pre-Arkwright area of settlement to the south-east.

Castle Top, Lea Bridge, High Peak Junction (Map 2)

The eastern boundary follows the limits of the flood plain of the River Derwent. It is defined to the west by the Cromford Canal and a former turnpike road (now the A6). It broadens out and takes in the High Peak Junction Wharf. Further south, a short spur follows the Nightingale Arm of the canal to Lea Bridge to take in the wharf, Nightingale's mill, terraces of workers' housing and the water courses for the mills as far as Pear Tree Farm.

Cromford Canal (Maps 3 and 4)

South of the aqueduct, as far as Ambergate, the area consists of the River Derwent, the Cromford Canal, and the former turnpike road linking Cromford to Belper and the railway line.

Cromford Canal - Ambergate (Map 4)

At Ambergate, the boundary takes in the site of an iron foundry and forge that supplied castings to the cotton mills and the railway bridges over the highway and the River Derwent.

Belper North (Map 5)

The boundaries are formed by the River Derwent and its flood plain to the west and the A6 road to the east until the Belper Conservation Area is reached. Strutt's Wyver Farm lies in the west of the area.

Belper (Map 6)

The site incorporates the Belper and Milford Conservation Area¹ except for the remnant of the medieval deer park in the south-east corner, which is omitted. The Strutt's Dalley and Crossroads Farms are included in a westward extension, all of which was once within the Strutt estate. To the south, the river and its flood plain, the railway and the former Derby-Chesterfield turnpike road, now the A6, contain the area as far as Milford.

Milford (Map 7)

The Milford part of the Belper and Milford Conservation Area forms the site boundary apart from a minor extension to the west to include the ground above Milford tunnel, thus incorporating the mill settlements of Milford and Makeney and Strutt's Moscow Farm.

Duffield and Duffield Bank (Map 8)/Little Eaton (Map 9)

The boundary follows the flood plain of the River Derwent to the east and keeps close to the road and railway line to the west. The roadside development at Duffield is excluded. The flood plain includes Peckwash Paper Mill at Little Eaton.

Darley Abbey (Map 10)

The whole of the Darley Abbey Conservation Area is included, with an extension to the north to incorporate St Matthew's Church. To the south the site includes parkland originally forming part of the Evans' estate. All the Evans' mill complex and factory village are within the site. The river plain forms the eastern boundary, with Darley Abbey Park to the west, formerly part of the Evans' estate.

Derby City Centre (Map 11)

From Darley Abbey the site narrows as it enters Derby. The River Derwent flood plain to the east and Derwent Park to the west form the boundaries until the river alone carries the site to its southern extremity, Derby Silk Mill, now Derby Industrial Museum.

Buffer Zone

The buffer zone has been defined in order to protect the site from development that would damage its setting. Some secondary buildings or features that relate to the primary significance of the site are included. Wherever possible, boundaries of existing protected areas have been adopted.

Special Landscape Areas bound much of the World Heritage Site. This designation identifies particularly fine landscapes that are protected by policies to preserve and enhance their character. This and the Landscape Character Assessment for Derbyshire have informed the

¹ Both the Belper Conservation Area and the Milford Conservation Area were extended on 16 July 2003, with land in between the two designated areas being included, thereby forming one single designation - The Belper and Milford Conservation Area .

definition of the buffer zone in recognition of the need to acknowledge and protect the significance of the site as a cultural landscape.

Conservation Areas (designated to preserve or enhance areas of special architectural or historical interest) and Green Belts (for urban containment) are used where they abut the site.

The boundary of the buffer zone is generally clearly evident on the ground by virtue of easily identifiable features, such as field boundaries, watercourses or roads.

In the north, where the relief of the topography is marked, a skyline to skyline approach has been adopted.

In the Belper area the buffer zone encompasses, to the west, the historic farmland of the Strutts. To the east, where the ground rises, the limits of the settlement and the green belt boundary have been used. To the south the buffer zone is defined by field boundaries just below the skyline.

At Duffield, the buffer zone comprises the Duffield Conservation Area to the west and, to the east, the rising ground of Duffield Bank and Eaton Bank, including Eaton Bank Conservation Area. Further south the landscaped park of Allestree Hall, the former home of William Evans, provides the buffer zone on the western side.

At Darley Abbey, the buffer zone consists of the rising land up to the A6 and A38 roads to the west and the land abutting the River Derwent's flood plain up to the railway to the east. Further south it includes the Strutt's Park Conservation Area, the Chester Green Conservation Area, part of the River Derwent immediately south of the site and Derby Cathedral.

The full extent of the Buffer Zone is indicated in detailed maps provided as Appendix 1.

1.2 Significance of the Site

The eighteenth century witnessed a fundamental restructuring of economic organisation within society, resulting in the major landmark in human history that came to be known as the 'Industrial Revolution'. Amongst its many innovations was the successful harnessing of relatively large amounts of natural energy to deliver the mechanical power needed to drive machines housed in mills producing goods at an unprecedented rate. The first stages in the establishment of this new system, the factory system, occurred in the Derwent Valley. At its southern end is Lombe's Silk Mill in Derby which, when it opened in 1721, brought to England technology developed in Italy which enabled silk to be thrown on machines driven by water power. This important step towards full-scale factory production did not on its own trigger rapid or widespread economic investment in mechanised production, but its influence on the later developments in the cotton industry which took place a few miles to the north, at Cromford, is now widely recognised.

It was Richard Arkwright's Cromford Mill that provided the true blueprint for factory production. Arkwright's system was copied widely in many parts of Britain and, soon after, in other countries.

The structures that housed the new industry and its workforce, and the landscape created around them, remain. Overall, the degree to which early mill sites in the area have survived is remarkable. The value of Cromford in the World Heritage Site is further enhanced by the survival of the settlement that was constructed contemporaneously with the industrial buildings, to accommodate the mill workers. Cromford was relatively remote and sparsely populated, and Arkwright could only obtain the young people he required for his labour force if he provided

houses for their parents. In Cromford, there emerged a new kind of industrial community that was copied and developed in the other Derwent Valley settlements.

Arkwright's activities stimulated a surge of industrial growth in the Derwent Valley. His close association with the entrepreneurs Jedediah Strutt, Thomas Evans, and Peter Nightingale set in train a series of important developments between Belper and Derby. All were successful industrialists, whose economic interests extended well beyond cotton manufacturing. They were also enlightened employers who displayed a strong sense of responsibility for their workforce, their dependants and for the communities that came into being to serve the new industrial system. As such, the developments at Belper, beginning in 1776-77, at Milford in 1781, and Darley Abbey from 1782, provided early models for the creation of industrial communities.

Today, the housing and infrastructure in these settlements, which were brought into being by the same economic and industrial pressures and constraints as Cromford, offer unique opportunities for comparison and analysis. In each case, there has been a high degree of survival and the number of houses of an early date, the range of the house types and the extent of the community infrastructure, are the components of an archive of bricks and mortar of unparalleled importance. Nowhere outside the Derwent Valley does the physical evidence of the early factory community survive in such abundance.

The manufacture of cotton thread continued to prosper in the Derwent Valley through the nineteenth century at a level that was sufficient to maintain the mills and their communities. Some extensions were built, especially after the formation of the English Sewing Cotton Company in 1897, as, for example, at Masson Mill and at Belper, in the construction of the East Mill.

Survival depended upon specialisation and the manufacture of sewing thread for industrial and domestic purposes replaced their earliest function as spinning mills.

As the heart of the textile industry moved to Lancashire and Cheshire, the Derwent Valley became a relative backwater. This was particularly the case at Cromford, where a combination of topographical constraints and inaccessibility limited the possibility for growth.

Had the Derwent Valley rather than Manchester become 'Cottonopolis', there would have been a serious risk of these earlier settlements being over-run and their monuments lost, overwhelmed in the name of economic development.

As it was, though, Derby itself remained a market and mill town until the second half of the 19th century when the railway industry led to a second phase of industrial expansion. Further industrial growth and escalating urbanisation did not engulf the valley north of Derby. The original late 18th and early 19th century mills and the community infrastructure have survived within a largely unaltered landscape. The cultural landscape created by the factory system remains substantially intact.

In 1994 The Board of the International Committee on the Conservation of the International Heritage (TICCIH), acted as a specialist committee on the global study of sites being undertaken by the World Heritage Office of the International Council on Monuments and Sites (ICOMOS). A list of the 24 industrial sites and landscapes considered to be of greatest international significance (and not then inscribed on the World Heritage List) was forwarded to the UNESCO World Heritage Committee via ICOMOS. This list included The Derwent Valley Mills.

1.3 Cultural Landscape

1.3.1 Archaeology and Early History

The Derwent Valley links the Trent Valley with the uplands of the carboniferous limestone and gritstone moors of the Peak District. The gravel terraces of the lower Derwent and Trent Valleys are rich in archaeological remains of the prehistoric period. These usually take the form of cropmarks (visible on aerial photographs) rather than upstanding earthworks.

Although the Derwent Valley has few upstanding prehistoric monuments, and despite its unsuitability as a major communications route in later periods, it may have acted as a means of access, linking the lowlands with settlements in the uplands. This role is possibly evidenced by the finds of prehistoric flint tools and Bronze Age metalwork within the site and buffer zone. The long-standing historic importance of the River Derwent is indicated by the fact that its name, like that of many important English rivers, is of Celtic origin.

The Romans established a fort, which they called Derwentio, at Little Chester, about a kilometre north of the present city centre of Derby. It became the hub of a road network, enabling it to control the surrounding region and become a market and administrative centre. Further north, the Romans exploited the lead veins that were found in the limestone country of the Peak District.

Throughout the Middle Ages the lower Derwent Valley remained a quiet provincial backwater with rural settlements based upon the manorial system. The only monastic foundation was the Augustinian House at Darley Abbey, in what would have seemed a fairly remote, secluded spot. Gradually, the exploitation of local natural resources, such as wool and iron-stone in the Derwent Valley area, and the lead and zinc ores that were found in the Peak District hills to the north west, resulted in the development of modest industrial activities, especially cloth-making, metal smelting and casting. Derby became a centre for these activities and, by the 17th Century, formed part of the East Midlands 'textiles triangle', which included Nottingham and Leicester. Economic development in the Derwent Valley itself, though, was inhibited throughout this period by its poor communications. The roads - little more than tracks for the most part - that did exist, tended to follow dry ridges and avoid the marshy river valley, its steep sides and difficult crossing points.

1.3.2 The Industrial Revolution and the Valley's architectural heritage

In this remote area an industrial economy emerged and flourished. The River Derwent and its tributaries were crucial in providing the waterpower that underpinned the growth of textile manufacture and the various metal, paper and mineral based industries which were colonising the Valley. Gradually, communications improved, first through the construction of turnpike roads and later, and more emphatically, through the opening of the Cromford, Erewash and Derby Canals, which linked the area to the national transport system.

The sustained economic investment in industrial development between the 1770s and the middle of the 19th Century changed the face of the lower Derwent Valley. Around long established hamlets and small villages new settlements emerged. None was more successful than Belper, which grew to a size of such economic importance that it was able to supersede Wirksworth, traditionally the area's second town. In the 1830s, when the new Poor Law Union was introduced with its workhouse and administrative offices, it became in effect the seat of local government for a wide area.

Derby, unassailably the County town, retained its market and administrative function, but added from an early date a strong industrial and commercial base. The town's wealth and self-

confidence found expression in the elegant Georgian and Regency houses, a number of which survive, around the Cathedral and the Silk Mill.

Further north in the Valley, the same industrial and landed wealth bequeathed a clutch of imposing and comfortable houses constructed by the business men, professionals, landowners and, above all, the new industrial and commercial entrepreneurs. Of those that have survived, Willersley Castle, the country mansion that Sir Richard Arkwright built for himself and his family, is the most opulent and notable example. However, such houses and their estates and the large farms which were often associated with them are not the Valley's principal architectural legacy of its industrial past. This distinction belongs to the Mills, their millponds, weirs and watercourses and to the mill workers cottages that accompany them. The terraces and groups of houses in the Derwent Valley factory settlements are not the work of known architects but they exhibit a superior quality of design which derives both from local vernacular tradition and from an appreciation of Georgian style and proportions.

The buildings and structures related to the Cromford Canal and the North Midland and the Manchester, Matlock, Buxton, and Midlands Junction railways, are examples of some of the earliest architecture of the new modes of transport in the late 18th and early 19th Centuries, which served the Valley's industrial complexes. The North Midland Railway structures also provide evidence of the Stephenson's' influence on railway engineering.

Growth of the cotton mill communities in the early years of the 19th century generated the building of schools, chapels and churches and later in the century other community facilities, such as the district work house, public baths, a police house, a cemetery and public parks. Many of the new facilities were initiated and financed in whole or in part by the mill owners.

Because of the slowing of urbanisation in the Valley by the end of the 19th century the setting of many of the buildings was largely preserved. In many cases the building's architectural heritage is enhanced by landscape setting and in Cromford and Matlock Bath by the dramatic and picturesque scenery of the Matlock Gorge.

1.3.3 Geology

The geology of this part of the Derwent Valley consists mostly of rocks from the Carboniferous Series. In the north, around Cromford and Matlock Bath, the hard, resistant carboniferous limestone produces rugged upland scenery through which the River Derwent carves a dramatic narrow gorge. The limestone rock in this vicinity is faulted and folded and contains bands of volcanic basalt and mineralised veins which are the source of ores of lead, zinc, barium and fluorine. Further south the carboniferous limestone is overlain by millstone grit of the same series which, in this part of Derbyshire, consists of fairly soft shales interspersed with hard layers of coarse sandstone grit locally known as gritstone. In fact, the gritstone outcrops on both sides of the River Derwent as far south as Duffield and Little Eaton to provide steep-sided hills and create a well-defined, enclosed valley. In several places the gritstones are the source of high quality building stone.

Just to the north of Derby the Carboniferous Series is abruptly replaced at the surface by the Triassic Sandstone Series, which consists mainly of soft marlstones and harder red or pink sandstones. The latter produce a distinct low ridge to the west of Darley Abbey. These sandstone bluffs, together with the more recent river gravel terraces, attracted early settlement. The low-lying alluvial flood plains of silt, clay and sand, first seen south of Milford, broaden considerably below Derby, eventually joining the main Trent Valley.

There are five Regionally Important Geological Sites. These are listed in Appendix 4 and are identified in Local Plans for protection.

The East Midlands Spatial Strategy Policy 27 'Protecting and enhancing the region's natural and cultural assets' provides a policy context for the protection of these sites (This has replaced the Structure Plan policies).

1.3.4 Ecology

The northern end of the World Heritage Site lies within the White Peak Natural Area which is characterised by its distinctive Carboniferous limestone features. The underlying geology and soils that have developed here have given rise to rich habitats for wildlife, particularly in some of the woodlands which are found in the steep sided ravines. Two such daleside woodlands, Slinter Wood and Hagg Wood, are located within the World Heritage Site. Slinter Wood is part of the Via Gellia Site of Special Scientific Interest (SSSI), while Hagg Wood is part of the Matlock Woods SSSI. These woodlands represent one of the best examples of ancient ash woodland on limestone in Derbyshire and the Peak District and, together with metallophyte (metal tolerant plant) communities, support a number of scarce plants that are of national importance. This type of ravine woodland is a habitat of international importance, identified as a priority for conservation under the EU Habitats Directive. In recognition of their international importance, both SSSIs are included in the Peak District Dales Special Area of Conservation.

The Derbyshire Peak Fringe and Lower Derwent Natural Area encompasses the rest of the World Heritage Site to the south. The low-fertility grasslands on the carboniferous limestone include the Rose End Meadows SSSI in the buffer zone to the north of Cromford, and are of particular importance. The gritstone provides acidic soils and the steep valley sides, together with the Derwent's liability to flood, create a complex of habitats. The woodlands, which are primarily oak and birch with flushed wetland areas, are of particular importance. Shining Cliff Woods, in the buffer zone to the west, is a SSSI and, as such, is of national importance for conservation.

Grassland is the dominant habitat throughout the WHS, particularly from just north of Belper where the valley floor widens southwards. Riverside grasslands are extensive but little remains of the former traditional lowland, unimproved hay meadows, a UK Biodiversity Action Plan priority habitat. The River Derwent is an important habitat, flowing the length of the World Heritage Site with adjacent marshes and wet grassland. The Cromford Canal, and some of its towpath, is a SSSI for its plants, invertebrates and notable water vole population.

Sixteen Wildlife Sites are identified by the Derbyshire Wildlife Sites Panel either wholly or partly within the WHS. These are identified in Local Strategic Plans for protection. See Appendix 4.

1.3.5 Landscape

The Industrial Revolution inevitably brought about many changes. Textile mills and industrial settlements, waterpower systems, turnpike roads and canals and, later, railways, all changed the landscape. Farming was intensified, the River Derwent was tamed - up to a point - by engineering works, woodlands were reduced and quarries dug into hillsides to provide building materials. Even so, by around the middle of the 19th century, with the exception of Derby, and to a lesser extent Belper, this had become an area of 'arrested urbanisation'. As a result, most of this stretch of the Derwent Valley retains a rural or semi-rural appearance. Most of the hills, and particularly the steeper slopes, remain wooded; in some cases the woodland characteristics have been influenced by past management associated with local industries eg Crich Chase where many ancient coppiced oaks are a legacy of white coal making for lead smelting which dates back to the 16th century and possibly earlier.

Some sections of the valley, particularly the part between Ambergate and Cromford, are almost entirely rural in character. Much of the surviving elaborate waterpower infrastructure of ponds, weirs and leats for the mills now provides charming and tranquil aquatic habitats, as does the disused stretch of the canal running south from Cromford to Ambergate. Most quarries are now disused and have merged into the natural landscape to form interesting habitats of a distinctive variety. The same is true of the spoil heaps of abandoned lead workings on the northern edge of the area, which support rare species of plants tolerant to the otherwise toxic ground conditions.

This stretch of the Derwent Valley contains a large number of protected areas of landscape and wildlife habitats. Most of the undeveloped area of the valley north of Milford is classified as Special Landscape Area in the statutory local plans², which is the highest quality of landscape that is designated in Derbyshire outside the Peak District National Park.

Although the site was not inscribed on the World Heritage List as a “cultural landscape” (one of the UNESCO categories for World Heritage Sites) it displays many of the characteristics of this categorisation. An explanation of why it may be considered a cultural landscape is given in Appendix 18.

1.4 Economic Development

1.4.1 Transport developments

The economic development of the area was originally based upon local natural resources: agricultural (especially wool and dairy produce), mineral (especially lead, iron-stone, limestone, gritstone, coal and clay) and waterpower, from the River Derwent and its tributaries. Derby has been an important communications centre since Roman times, enabling a flourishing trade and commerce to develop, but the valley northwards, up into the Peak District, suffered from poor and inadequate communications until the early 19th Century. It was only the establishment of important textile mill complexes at Masson, Cromford, Belper, Milford and Darley Abbey that brought about significant communications improvements. Even so, the building of turnpikes was sporadic, leaving parts of the valley inaccessible.

Derby had good links to the River Trent and the national canal network, the other canal links into the valley via the Erewash, Cromford and Derby Canals (including navigation on the river Derwent between the Derby Canal and Darley Abbey) played a major part in the valley’s industrialisation. Railway penetration of the valley, thanks to the North Midland line which linked Derby to Belper as early as 1840, made slower progress further north in the valley. Indeed, it was not until the 1860s that a through route was completed up the Derwent and Wye valleys, via Buxton, to Stockport and Manchester. By then the lower Derwent Valley had long ceased to be at the forefront of industrial progress.

1.4.2 Nineteenth Century Developments and Growth of Tourism

Throughout the 19th Century, textile manufacturing remained the largest single economic activity in the area, but within the valley different patterns of economic development were experienced. Derby continued to grow and diversify, benefiting particularly from the railway boom of the mid-nineteenth century, when it became a key centre in the developing rail network and in the manufacture of locomotives and rolling stock. By the end of the century the engineering industry in the town had overtaken textiles in importance. At the same time Derby

² This local designation has policy status until the relevant local plans are replaced with planning development frameworks.

continued to thrive as the county town, though it never challenged Nottingham as the regional centre.

To the north, a very different form of economic growth flourished. Alongside the employment offered by the local mills, Matlock Bath grew as a resort for both tourists and day visitors who, from 1849, were brought to the settlement in increasing numbers by the new rail link to Derby and other major Midland towns. Matlock Bath, with its established hotels and guest houses, its refreshment and entertainment facilities, was well placed to receive and accommodate many of these visitors and experienced steady growth as a result.

Cromford, immediately to the south, was drawn into this tourist boom only to a minor extent. Visitors from Matlock Bath walked through the grounds of Willersley Castle, and enjoyed the lilies of the valley and spring flowers for which the Via Gellia was famous, but the village did not develop a tourist infrastructure. It remained essentially an industrial settlement with Arkwright's mills at Matlock Bath and Smedley's Mill at Lea Bridge providing much of the employment, supplemented towards the end of the century by the growth of quarrying and mineral workings in Wirksworth, Middleton and Hopton.

Further south, Belper enjoyed buoyant economic and population growth. Textile and hosiery manufacture, which had been pioneered there by the Strutts, Wards and Brettles, prospered, but there were also engineering and iron-founding. The long local tradition in nail-making flourished until about 1870 when machine-made nails superseded the hand-forged product. The coalfield, which was being developed to the east of the town, also brought employment and accelerated growth. By the end of the century Belper emerged with an unusually diverse manufacturing economy for such a small town.

1.4.3 Twentieth Century Developments: Derby

Darley Abbey remained principally a centre of textile manufacturing but its role as a commuter centre for its larger neighbour, the town - later to become the City - of Derby, grew inexorably from the 1930s.

Throughout the 20th century, Derby retained a healthily diverse economy. Textile manufacturing remained important for most of the period, with synthetic fabrics playing an increasingly important role. Engineering, in many forms, has been the city's major strength, however, especially following the development of Rolls Royce's aero-engine division and, more recently, the opening of the large Toyota motor car plant on the south-western edge of the city. Chemicals, ceramics and food processing have also prospered, and remain important. Derby has been, and remains, pre-eminently a manufacturing city. There are clearly risks in this situation, as the service sector provides an ever-larger share of employment nationally.

During the latter half of the 20th Century the service sector - research, health and higher education as well as more general retail and financial services – has provided a growing proportion of the employment market in Derby and its city region. One significant element of the service sector - tourism - has never played a prominent part, but it may be that the 21st Century will see a change in this respect. The final quarter of the last century saw the growth of a greater pride in the city's heritage and care for its environment. Progressive pedestrianisation of the city centre has made it a much more pleasant place to visit, and the extension of Conservation Area status to the historic core has ensured protection and scope for enhancement of much of the city's heritage. The Silk Mill, on the banks of the River Derwent, is the City's Industrial Museum. It is in the process of renovation. At the same time a scheme for the enhancement of the riverbank through the city is being pursued, which will help to recover the potential offered by a major river flowing through the city, partly lost in the past through urban development.

Derby, and its surrounding area of southern Derbyshire, are not universally seen as major tourist areas, though some growth in day and short break visitors has occurred. The Peak District is the nearest such area but is some 15 to 20 kilometres from Derby. The city is, on the other hand, the gateway to the lower Derwent Valley, extending northwards into the Peak District National Park. Now that this stretch of the valley, from Darley Abbey to Matlock Bath, is a World Heritage Site, the city will increasingly act as a gateway to a major area of cultural tourism which, in turn, leads into the United Kingdom's most heavily visited National Park.

1.4.4 Twentieth Century Developments: Cromford and Matlock Bath

The rest of the lower Derwent Valley saw substantial economic changes during the twentieth century. Matlock Bath retained the role it had developed as a resort for day visitors, the elements it had retained of its earlier more fashionable residential tourism having largely faded between the wars. Despite these changes, Matlock Bath has not lost its elegant buildings or the beauty of its natural setting. It has acquired several major new attractions including a theme park and a cable car. These attractions, together with the refurbished historic landscaped grounds 'The Heights of Abraham', continue to attract a large number of visitors. At Masson Mill, the two twentieth century extensions have been converted into a 'shopping village' with a restaurant overlooking the river and a multi-storey car park. The original Arkwright Mill has been refurbished as a textile museum displaying many of the machines which were in use when it was last in production.

In Cromford, the mills which had ceased textile production in 1890, when fire destroyed the second mill, were, by the 1920s, back in full occupation, divided between a company manufacturing colour pigment for paint and dyes and a laundry. By 1979 it was recognised that with increasingly stringent health and safety regulations, the site was no longer suitable for chemical processes and, heavily contaminated and with many of the buildings in a poor condition, it was put on the market. To prevent the site being broken up and sold piecemeal and the buildings destroyed, it was purchased by the Arkwright Society. Over the years, many of the buildings have been brought back into economic use and made accessible for the general public and the site has been decontaminated. The mills now make a substantial contribution to employment provision in Cromford, both through the renovation process and through the tenants who occupy the refurbished buildings.

The Arkwright family home, Willersley Castle, has become an hotel and conference centre. The pleasure grounds and park that surround the castle are included on the English Heritage Register of Historic Parks and Gardens.

Mineral extraction has been an important economic activity in and around Cromford throughout its history, first through lead mining and subsequently in quarrying. By the middle of the nineteenth century, lead mining had ceased to be a significant influence and it now survives only as a relic feature in the landscape of the limestone plateau, as abandoned underground workings, and, in a more accessible sense, at the Mining Museum at Matlock Bath. The quarrying of limestone is now a major local industry. While the Peak District National Park Authority has sought to limit quarrying as far as possible within its boundaries, the areas around Wirksworth and Middleton to the west of Cromford have been heavily quarried. This has provided, and continues to provide, a substantial number of jobs in the locality although it also creates environmental problems, especially those associated with the passage of heavy mineral lorries. These have particularly affected the village of Cromford.

1.4.5 Twentieth Century Developments: Ambergate to Milford

Further south in the valley the settlements of Ambergate, Belper and Milford saw continued economic evolution through the 20th century. Textile manufacturing experienced a prolonged contraction through the last third of the century but other sectors, especially engineering, chemicals and food processing, remained buoyant. Belper was badly hit for a time in the early 1990s by the closure of English Sewing Cotton's operation at East Mill, but the overall economy of the town proved robust enough to absorb this loss in a relatively short time. More recently, other manufacturing firms, such as Thornton's Chocolates, have re-located out of the town, rekindling concern over the local economy. Partly as a result of this a Town Centre Study has been commissioned to examine the possibilities and opportunities for regeneration. Closure of the wireworks at Ambergate brought to an end a long local tradition in this field but the site remains in manufacturing use, having been purchased by The Litchfield Group.

The textile mill complexes at Milford and Darley Abbey underwent considerable change in the 20th century, with some demolition and replacement by modern structures at Milford and further industrial development at Darley Abbey. More recently Milford lost nearly all its remaining industrial activities, with closure of the Glow-Worm Foundry on the site of the earlier Strutt foundry and other industrial activities on the former Strutt Bleach and Dyeworks. Light engineering and metalworking dominate Darley Abbey, but there is a degree of under-occupation. However, perhaps the most important economic change affecting these more southerly settlements in the valley, along with Duffield and Little Eaton, is the extent to which they have been drawn into the economic and employment ambit of the city of Derby. By the end of the 20th Century they were all functioning as commuter settlements, or even as detached residential or industrial suburbs of the city.

As with Derby, tourism has so far played but a small part in the economy of the settlements of the lower Derwent Valley south of Cromford and until recently there has been no tourism infrastructure. Development of the heritage industry related to the early textile mills and their settlements has seen a modest start - for example: at North Mill, Belper, the home of the Derwent Valley Visitor Centre; at Milford, where one industrial building has been converted into a craft shop and café; and at the Boar's Head Mills, Darley Abbey, where a restaurant has opened in one of the buildings overlooking the magnificent weir.

1.4.6 Current regional context

The Derwent Valley Mills World Heritage Site is the only World Heritage Site within the East Midlands. The great majority of the Site falls within the boundary of the 'Three Cities Sub-Area', as defined by the East Midlands Regional Assembly (EMRA), in its Regional Spatial Strategy for the East Midlands (RSS8) . The remainder, the part within Matlock Bath and Cromford, falls within The Peak District Sub Area. These sub areas have been defined largely through travel to work patterns.

RSS8 Policy 27 supports "the promotion of the highest level of protection for the region's nationally and internationally designated natural and cultural assets"

1.5 Criteria for Inscription

In 1972, the United Nations Educational, Scientific and Cultural Organisation (UNESCO) adopted "a special convention concerning the protection of the world cultural and natural heritage" in order to provide international support and protection for important sites. The Convention aims to protect heritage sites that are of such universal value that their conservation is of concern for all people. The United Kingdom is a strong supporter of its aims and the Government has an international obligation to protect and conserve World Heritage values. Under the Convention, sites are inscribed onto the World Heritage List, the highest standard of international recognition. Sites on the List are distinguished for their outstanding

universal value. The decisions related to the management of these sites consider the objectives of the Convention as a priority.

The “Operational Guidelines for the Implementation of the World Heritage Convention” states that: “a site which is nominated for inclusion in the World Heritage List will be considered to be of outstanding universal value (ouv) for the purpose of the Convention when the Committee finds it meets one or more of six criteria”. At its meeting in Helsinki on 16 December 2001, the World Heritage Committee approved the nomination of the Derwent Valley Mills on the basis of two criteria. These were given in the nomination document as follows:

Criterion (ii) The site should exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town planning or landscape design.

The site relates to developments in technology in the eighteenth century that introduced the mechanically powered factory system within the textile industry. It began with the construction of the Silk Mill in Derby from c.1715 for the brothers John and Thomas Lombe, which housed machinery for throwing silk, based on an Italian design. The scale, output and numbers of workers employed were without precedent. However, it was not until Richard Arkwright constructed a water-powered cotton spinning mill at Cromford in 1771, and a second larger mill, in 1776-77, using power from a tributary of the River Derwent to operate his machinery, that the ‘Arkwright System’ was truly established. Arkwright’s mills were so efficient and profitable that they were replicated hundreds of times before the end of the century, and the textile mill became the archetypal factory of the Industrial Revolution. Factory production came to dominate the manufacturing economy, not only of Britain, but also of much of the world for most of the next two centuries.

Criterion (iv) The site should be an outstanding example of a type of building or architectural or technological ensemble or landscape, which illustrates a significant stage in human history.

A large proportion of the textile mills of the Derwent Valley, including some of the earliest examples known to have been built in the world, are still standing. Apart from the buildings themselves, important elements of the supporting infrastructure have survived, including the engineering structures which carried the water power systems from the River Derwent and its tributaries, and the transport infrastructure including toll roads, tramways and canals. Furthermore, the factory settlements that were constructed at Cromford, Belper, Milford and Darley Abbey are almost completely preserved. The overall result is an ensemble of buildings, structures and settlements, all grouped within a distinctive setting which, as a whole, constitutes a cultural landscape. The integrity of the scene remains evocative of the period in the late eighteenth and early nineteenth centuries when, in this hitherto obscure Derbyshire Valley, the factory system was born.

1.6 Authenticity

The inscribed site meets the test of authenticity in design, materials, workmanship, setting and the distinctive character of its industrial landscape components.

The area comprises features that have been recognised by the United Kingdom Government and local authorities as being of national, regional and local cultural heritage value. Confirmation of the site’s status and substantially unaltered form is demonstrated by the inclusion of 845 (808 at the time of inscription) buildings on the statutory list maintained by the Secretary of State for Culture Media and Sport as being of special architectural or historic interest (of which 37 (29 at the time of inscription) are Grade I, 82 (59 at the time of inscription)

are Grade II* and 726 (720 at the time of inscription) are Grade II), together with the fact that nine structures are scheduled as Ancient Monuments. There are a further 299 (298 at the time of inscription) listed buildings in the buffer zone, of which 15 are either Grade I or II*.

The significant increases in the number of listed buildings is principally due to the investigation into the historic constructional significance of the complex of mill and ancillary buildings at Darley Abbey, their reassessment against the listing criteria by English Heritage and prompted as requiring urgent attention to remove suspected anomalies, immediately following inscription of the Site.

The World Heritage Site comprises important mill complexes, industrial housing and the social infrastructure constructed by John Lombe in the early eighteenth century and Sir Richard Arkwright, Richard Arkwright junior, Jedediah and William Strutt, Peter Nightingale and Thomas Evans during the latter half of the eighteenth century and early part of the nineteenth century. The engineering structures through which the River Derwent and its tributaries provided power for the mills still exist, and the natural landscape setting of the industrial settlements remains largely intact. The Cromford Canal and the mid-nineteenth century railway, which were important in maintaining and continuing the industrial development of the mills, still retain many of their original features.

The mills and housing continue in occupation. They have, by their nature, developed and will continue to develop under the influence of socio-economic pressures. The need to maintain the integrity of design, material, workmanship and setting appropriate to their outstanding universal value has been recognised in the conservation policies that are in place. In recent times no attempt has been made to reconstruct buildings that have been lost or completely demolished. Where restoration work has taken place on surviving features such as the mills, housing and farms, it has been carried out with reference to complete and detailed documentation and drawings where available, or modelled on contemporary built architectural examples and not upon conjecture.

The Derwent Valley Mills and industrial settlements are the key elements in a unique cultural landscape of outstanding universal value. The buildings and their setting are the products of the earliest attempts to develop a new industrial and social order in the factory system.

1.7 Current Interests and Management Context

Land Use

For the most part, land and buildings within the site are in active use, or have active proposals to bring them into use. The Mills themselves are set within modestly sized communities for the most part, though within Derby the site is set within a fast-developing industrial and commercial city. Between the Mills, the site is dominated by agricultural or recreational uses within the River Derwent floodplain.

Ownerships

Due to the nature of the site, the ownerships and interests are numerous, especially within the urban areas. The following table provides ownership information for key parts of the site.

| Property | Ownership |
|---------------------------|---------------------------|
| Masson Mill, Matlock Bath | Private |
| Cromford Mill | Arkwright Society |
| Cromford Wharf and Canal | Derbyshire County Council |

| | |
|---|------------------------------|
| Willersley Castle, Cromford | Private |
| Lea Bridge Mills (Smedley Mills) | Private |
| Dalley Farm, Belper | Private |
| Wyver Farm, Belper | Private |
| River Gardens, Belper | Amber Valley Borough Council |
| North and East Mill, Belper | Private |
| Unitarian Chapel, Belper | Private |
| Crossroads Farm, Belper | Private |
| Moscow Farm, Milford | Private |
| Darley Abbey: Long, West, Middle, East and New Mills | Private |
| Parks & Gardens at Darley Abbey & adjacent to Silk Mill | Derby City Council |
| Derby Silk Mill | Derby City Council |

Details of the owners of private properties are available from the relevant local authority.

Management Responsibility

Approximately two-thirds of the key properties, and the overwhelming majority of other buildings listed in the site description, are privately owned. Private owners therefore have a key role to play in implementing and developing the Management Plan. The importance of their participation was recognised at an early stage and prompted the consultation exercise carried out between November 1999 and February 2000 (see Appendix 12). Mechanisms for facilitating the continuing involvement of private owners in the management of the site will be developed during the implementation and development of this Plan.

Implementation of the Management Plan is overseen by the Derwent Valley Mills Partnership, a consortium of over 30 property owners and separate bodies including local councils, regeneration agencies and conservation agencies.

The Partnership is served by a Technical Panel whose membership is drawn from the main visitor sites, the local planning authorities and the principal conservation agencies.

Topic Liaison Panels have been established to assist the Technical Panel, concerned with: 'Research & Publications' and 'Tourism, Arts & Heritage Sites'.

A forum of distinguished local business leaders has been brought together by Mr Brian Ashby, the EMDA Business Champion for the World Heritage Site, to provide advice as and when needed on specific issues.

The remit of a 'Transportation Panel', which operated from 2002 to 2005, has been absorbed into the Technical Panel. The Technical Panel is advised on transportation issues by both County and City Councils and the Derwent Valley Rural Transport Partnership.

PART TWO: EVALUATION & IDENTIFICATION OF KEY MANAGEMENT ISSUES

2.1 Introduction

The overarching mission of the Management Plan is:

To conserve the unique and important cultural landscape of the Derwent Valley Mills World Heritage Site; to protect its outstanding universal value (ouv), to interpret and promote its assets; and to enhance its character, appearance and economic well-being in a sustainable manner.

The achievement of this overall mission has four main strategic components, namely:

- to ensure that the cultural landscape is effectively protected, conserved, enhanced, displayed and interpreted, and continues to be maintained in order that it will survive for the cultural enrichment and enjoyment of present and future generations;
- to ensure that key buildings have an appropriate sustainable use;
- to ensure that transportation within the site is managed in an effective and sustainable manner so that the historic fabric, the landscape, the settlements and the communities will be protected from environmental damage whilst safeguarding the needs of residents and other users of the transport system, including visitors;
- to optimise economic benefits for local communities and encourage conservation-led regeneration in a way that will not damage nor detract from the unique and important character of the site.

These strategic issues will be addressed by policies that either already exist in Development Plans or will be added, and by the action plans that will result from the objectives outlined in Part 3 of the Management Plan under the headings of:

- Management Guidelines and Monitoring, Conservation and Maintenance of the Cultural Heritage;
- Public Awareness, Education and Research;
- Transportation;
- Sustainable Tourism;
- Co-ordination, Monitoring and Consultation.

2.2 Management Guidelines and Overall Conservation

2.2.1 New Development

Existing Development Plans make no provision for extensive new development within the Derwent Valley Mills World Heritage Site.

The City of Derby Local Plan Review identifies the Darley Abbey Mill complex as a major opportunity for mixed use regeneration for a range of potential uses. The Plan recognises however that the protection and enhancement of the listed mill complex and its setting is the over-riding consideration.

Amber Valley's Local Plan, adopted in April 2006, identifies three locations for mixed use development on 'brown field sites'; land north and south of Derwent Street, Belper, the site of the former West Mill, Belper, and the site of the former Bleaching Mill and Dye Works at Milford .

In the Derbyshire Dales part of the Site development pressures are mainly characterised by proposals for infill or re-development. .

The Town and Country Planning system in the UK provides a mechanism for comprehensive protection against development which would harm the significance of the Derwent Valley Mills. All the local authorities are committed to thorough and rigorous assessment of the impact of development proposals on the Site. Inscription as a World Heritage Site is a material planning consideration since World Heritage status requires planning decisions and policies to have regard to the Outstanding Universal Value (OUV) of these sites.

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 on Environmental Impact Assessments (EIA) set out the circumstances in which an EIA should be required. Schedule 3 of the Regulations identifies World Heritage Sites as one of the categories of “sensitive sites” for which EIAs should be required where the development proposals would have the clear potential for environmental effects.

Whilst development pressures within the site are currently relatively low, certain areas of the site are particularly vulnerable to damage from even limited development. Some areas are also affected by the indirect consequences of developments elsewhere. The commercial heart of Belper, for example, which at one time centred on the Market Place, has shifted away towards King Street. This has been exacerbated by the construction of two large retail stores on the south-western edge of the town centre. In order to regenerate Belper it will be important to manage development pressure to prevent further drift of the economic heart by additional out of town or edge of town development.

The demand for housing development on brown field sites which formerly had employment uses is high. A major challenge faced by the local planning authorities is the retention of employment uses for sites where the previous employment use has ceased, the site is put on the market and no employment user comes forward as a purchaser. In these circumstances it is difficult to resist applications for change of use to residential although where redevelopment is involved, there may be archaeological implications.

New development within the World Heritage Site should be of the highest possible standard of design. To assist local planning authorities to secure good design they may refer development proposals, at sketch design stage, to the Regional Design Review Panel ‘OPUN’. This has been done by Amber Valley Borough Council in the case of development proposals at the former Bleaching Mill and Dyehouse site at Milford.

Where sites within the World Heritage Site are being developed, or even within the buffer zone, local planning authorities need to give careful consideration to whether Section 106 Agreements may be entered into with the developer to assist with the delivery of World Heritage Site management objectives or targets.

2.2.2 Incremental Changes to Historic Fabric

Changes in use, lifestyle and technology all have an effect on the architectural and historic integrity of buildings within the World Heritage Site. Where historic buildings become redundant for their original uses, conversion to a new use can involve damaging alterations if care is not taken to identify the optimum viable use and to draw up a sensitive scheme on the basis of a clear understanding of the significance of the site. Even where buildings are still in their original use, modern requirements can result

in alterations which are individually minor but which have a cumulative effect on the overall character of an area over a period of time. Furthermore, appropriately high quality building repairs are relatively costly. For example in Cromford, the costs of proper repair of many of the Arkwright houses are disproportionately high relative to their value, and proximity to busy roads may discourage investment.

It is not just historic buildings which have suffered from incremental change, so too have historic road surfaces. Schemes for the restoration of historic street surfaces have been prepared for The Clusters at Belper and North Street at Cromford to address this problem.

Grant aid plays an important role in helping to secure appropriately high conservation standards for works of repair and in encouraging the reinstatement of lost historic detail. It also helps in increasing understanding about the elements which make up the significance of individual buildings and areas. Sources of grant aid to help promote Management Plan objectives and targets will be regularly reviewed to identify where grant programmes might be able to support objectives and targets.

2.2.3 Environmental Issues

There is increasing pressure for development within the floodplains in the urban areas of the Derwent Valley. Apart from damaging visual amenity, new development could cause a greater risk of flooding in the area as a result of reducing the storage capacity of the flood plains and/or impeding the flow of floodwater. In order to prevent this happening, the extent of the floodplains must be defined accurately. The Environment Agency is a consultee in the planning process, and consults its 'floodplain maps' when making comments on planning issues. This is likely to become a factor of growing significance since the effect of global climatic change is predicted to increase the risk of flooding generally.

Water resources within the World Heritage Site have been extensively developed making the River Derwent one of the most intensely managed rivers in England. Industrial water users make high levels of demand on the resource and licensed abstractions for mineral processing and limestone quarries can have an impact.

Some mills, such as Masson, produce power for the National Grid under the Government's Non Fossil Fuel Obligation Scheme. The control and monitoring of these demands upon the surface water system and the aquifers require co-ordinated long-term planning. Without these controls, the operation could result in falling levels of water for the Horseshoe Weir at Belper and the lowering of water levels at Belper River Gardens, which is included in English Heritage's Register of Parks and Gardens. This would have an impact on the significance of the site, on biodiversity, and on the amenity of local communities and visitors. Looking at the issue more positively the Economic Development Plan highlights the existing good practice of water powered electricity generation at Milford, Belper and Masson and points to the greater potential of the river to be an important source of sustainable power in the 21st century, as it was when it first powered the cotton mills in the 18th century.

The weirs at Belper and Peckwash Mills are in need of repair. Discussions have been held with the Environment Agency and others to explore the options for securing funding for essential repairs and for undertaking programmes of planned maintenance to these and other significant water features within the site. However no source of funding, other than from owners, has been identified to date.

Severn Trent Water wish to replace the existing bridge across the Derwent at its sewage treatment plant, off the Lea road, near High Peak Junction. The Environment Agency is requiring any new bridge here to provide significantly greater clearance above water level. This sets a considerable design problem as a higher structure will be more intrusive in this low key rural scene.

Environment Agency requirements pose an even greater challenge at Milford, where there is a wish to reconnect the opposite banks of the River Derwent with a pedestrian bridge on the site of a former structure above the historic weir. A new bridge here would allow residents and visitors to move through this the newly redeveloped former foundry site and the site of the former bleach mill and dye works, thereby avoiding the busy A6. The historic pedestrian bridge was elevated only a few feet above the crest of the stonework of the weir but any new bridge here will have to provide clearance considerably greater than this to meet EA requirements.

The provision of an adequate water supply for the Cromford Canal, both as an historic structure and as an SSSI is an important issue. There is a need to ensure that quarrying within the Bonsall Brook catchment area does not have an adverse impact on water supplies, that industrial processes in the Via Gellia do not extract water to the detriment of the Brook and that at Cromford Mills sufficient water is supplied to the canal.

Currently, there is no provision for new land to be allocated for mining or surface mineral-working within the site or the buffer zone. In the event that an application is received, its impact would be given careful consideration.

2.2.4 Risk Preparedness

In 1996, the International Committee of the Blue Shield (ICBS), which co-ordinates emergency response efforts on behalf of ICOMOS and other bodies, accepted that the effects of fire, flood and other natural and man-made disasters needed to be addressed with as much vigour as the impact of normal wear and tear. The Committee recommended a 'cultural heritage at risk' framework, which advocates a holistic approach to conservation, viewing deterioration of the built fabric as a continuum, with daily attrition at one end and disaster at the other. This has led to a number of initiatives, such as "Risk Preparedness: A Management Manual for World Heritage Culture", published by the International Centre for the Study of the Preservation and Restoration of Cultural Property (ICCROM), to assist in the care of historic properties. More recently, a United Kingdom and Ireland Blue Shield (UKIRB) has been established to develop disaster preparedness strategies for cultural heritage.

The principal anticipated threats to the site are from fire, flooding and vehicle impact damage. These are described in sections 2.2.5, 2.2.6 and 2.5.2 below. The United Kingdom does, however, have a comprehensive and reliable system of emergency services, and a number of specific emergency plans and joint operating protocols are already in place for managing known hazards within the site. These include:

- The Derwent Valley Flood Contingency Plan;
- The Derbyshire Flood Contingency Plan;
- The Derby and Derbyshire Emergency Plan;
- The Derbyshire Joint Emergency Services Major Incident Procedures (JESMP).

2.2.5 Fire Risks

Many of the principal historic buildings within the site are covered by existing United Kingdom fire safety legislation. Under the Fire Precautions Act 1971, for example, buildings which are put to a “designated use” (currently larger offices, factories, shops, railway premises, and most hotels and boarding houses) are required to have a fire certificate. Certificates are issued by the Derbyshire Fire and Rescue Service and specify:

- the means of escape in case of fire
- the means of ensuring that the escape routes can be used safely and effectively at all material times
- the means for giving warning in case of fire
- the means for fighting fire
- details of flammable or explosive materials which may be stored or used on the premises.

A fire certificate may additionally impose requirements for the training of those employed in the premises on action in the event of fire, and for other relevant fire precautions to be observed.

Similarly, the Fire Precautions (Workplace) Regulations 1997 require employers to prepare risk assessments for premises where more than five people are employed, and the liquor licensing laws include provisions to secure reasonable fire safety for properties where intoxicating liquor is sold for consumption on the premises.

Additionally, since the coming into force of the Regulatory Reform (Fire Safety) Order 2005, on 1st October 2006, any person who has some level of control in any premises other than individual private houses or flats, is a “responsible person” for the purposes of the Order. In a workplace this is the employer, the premises manager and any other person who may have control of any part of the premises, which includes the owner or occupier. Central Government launched a publicity campaign earlier in 2006 which included adverts in the local papers.

Within the United Kingdom, there are many other Acts of Parliament and regulations that apply fire safety requirements. The emphasis of this legislation is, however, to protect and safeguard life. Within the World Heritage Site, the importance of preserving the historic building fabric of the key properties, in addition to the primary duty of fire prevention and protection of building occupants, needs to be considered.

The first objective should be to eliminate the chance of a fire occurring by the use of risk assessment techniques. This should take into account the normal hazards arising from the day-to-day operation of the particular building or site, together with the increased fire hazards that may arise during building and repair works, breakdowns and redecoration. For the key properties within the World Heritage Site, ‘Fire Action Plans’ need to be devised so that, in the event of a fire starting, on-site measures are in place to contain it, to prioritise protection of significant historic fabric and contents, and to facilitate prompt and effective action. Consultation also needs to take place with the owners and managers of the principal historic sites to ensure that appropriate precautions are in place to reduce the risk of fire during building and repair works.

A fire research consultant has been appointed to help devise a scheme to protect the Cromford Mills site.

2.2.6 Flood Risks

The United Kingdom has an efficient system of flood defences, both to deal with coastal flooding and flooding from inland rivers. The Derwent Valley is at risk from the latter.. The Environment Agency has identified significant parts of the Derwent Valley floodplain which should remain undeveloped, thereby allowing for emergency water storage capacity in the event of flooding, helping to protect more vulnerable sites within the valley.

Emergency Flood Plans are in existence, which refer to the World Heritage Site under “Special Considerations”. These plans are regularly reviewed by the relevant Emergency Planning Authority.

The Derwent Valley has suffered from frequent and extensive flooding, with 20 occasions between 1875 and November 2000. The Derwent is a ‘Main River’, as shown on the statutory map held by the Environment Agency and the Department of Environment, Food and Rural Affairs (DEFRA). The Environment Agency has powers to carry out works of maintenance and improvement along the watercourses in the area and it has introduced a number of flood alleviation schemes to protect the urban areas within the site from Main River flooding.

The basement of the North Mill, Belper, suffers from periodic flooding. This problem has been highlighted in a condition study of the Mill.

The Environment Agency produces leaflets and factsheets containing information and advice about how to prepare for a flood, what to do if a flood occurs, and how to mitigate the effects of a flood. It also operates a ‘Flood Warning Service’ across England and Wales. Since 1996, it has taken the lead role in passing flood warnings to the emergency services, local councils and people at risk in order that the necessary actions may be taken to safeguard life and property. It uses a computerised forecasting system to determine the likelihood of flooding from most major rivers, including the Derwent. It is currently investigating flood risk management options for the City of Derby. A scoping report was published in May 2006. The DVMWHS Partnership, in its response, has identified the need to ensure the preservation and protection of historic weirs and other related industrial heritage features and their settings.

2.3 Monitoring, Conservation and Maintenance of the Cultural Heritage

2.3.1 Built Heritage

The key properties within the site, listed at page 11 of the Nomination Document, have statutory protection, as do the majority of the properties in the site described in Appendix 3. However, most of the statutory lists were revised in the mid to late 1980s, with some dating back to the 1970s. Subsequent and on-going research is likely to continue to identify buildings of special architectural or historic interest. Mechanisms for their protection include identification on non-statutory local lists and, where their special interest is threatened, by spot-listing.

The preparation of a conservation plan can be an important means of managing complex properties. A conservation plan for Cromford Mill produced by the Arkwright Society and a Conservation Management Plan produced for the Cromford Canal by Derbyshire County Council, are both virtually complete and will be published in 2007. A conservation plan for the terraces of mill workers houses at Milford is being produced for Amber Valley Borough Council, to guide the restoration of lost architectural features, which is being encouraged through the Belper Townscape Heritage Initiative grant

scheme. A conservation plan for Derby Silk Mill may be prepared as part of an application to the Heritage Lottery Fund.

A relatively small number of the 845 Listed Buildings (808 at the time of inscription) within the World Heritage Site have been identified as being at risk through disrepair or disuse. Only 25 (27 at the time of inscription) (3%) merit inclusion on the buildings at risk registers maintained by English Heritage and the County, City, Borough and District Councils in partnership with the Derbyshire Historic Buildings Trust. These registers are a valuable resource for highlighting problems, targeting grant aid, stimulating action for repair and setting priorities. Of the 25, five (six at the time of inscription) are in the most extreme risk category.. English Heritage's Buildings at Risk Register is limited in cover to Grade I and II* Listed Buildings and Scheduled Monuments. The 2006 revision of the EH Register has nine entries within the World Heritage Site. Six of these relate to different grade 2* buildings at Dalley Farm, Belper. Of the grade 1 buildings Cromford Mill appears in the category "under repair..." but Belper's North Mill appears within the category "slow decay; no solution agreed". This is clearly the most pressing building at risk issue which the Partnership needs to address.

2.3.2 Historic Transport Infrastructure

The Management Plan seeks to secure recognition of the cultural value of elements of historic transport infrastructure. This work is underway with some elements having been assessed and others requiring further work. The former includes the Cromford and High Peak Railway and the Cromford Canal, for which Conservation Management Plans have been completed. In addition, a desk based assessment of the site of the former Belper railway station and goods yard has been carried out. A systematic evaluation of road and railway bridges has yet to be undertaken.

Using the findings of the work undertaken and the results of further systematic survey work, it will be possible to identify those elements of historic transport infrastructure that should be designated, either as a listed building or as a scheduled monument, or that should be included in the Sites and Monuments Record.

2.3.3 Conservation Areas

All conservation area designations within, or bordering the site are in the process of being reviewed in the light of the inscription with regard to compatibility with the site and buffer zone boundaries, to achieve harmonisation consistent with established conservation practice.

A review of The Derwent Valley Heritage Economic Regeneration grant scheme, carried out in 2005 by Mel Morris Conservation, included recommendations for amendments to the boundaries for Cromford Conservation Area, , Castle Top, Lea Bridge and High Peak Junction Conservation Area, Dethick Lea and Holloway Conservation Area and Whatstandwell Conservation Area. It also made recommendations for the boundaries of a possible new conservation area designation at Ambergate.

The local planning authorities are agreed that the conservation areas within the World Heritage Site should have character appraisals produced for them. Towards that end in 2005 Derbyshire Dales District Council commissioned Mel Morris Conservation to produce appraisals for Cromford Conservation Area and Castle Top, Lea Bridge and High Peak Junction Conservation Area. These have been produced and published, resulting in extensions to the boundaries as part of these appraisals.

As part of the preparatory work for the establishment of a Townscape Heritage Initiative grant scheme for Belper and Milford a review of those conservation area boundaries, together with a conservation area character appraisal, was carried out in 2004 by the Building Design Partnership. The review recommended that the two conservation areas should be extended, to include historic riverside buildings and sites lying between the two conservation areas. These amendments, resulting in a single Belper and Milford Conservation Area, were formally adopted by Amber Valley Borough Council in 2003. A conservation area character appraisal for the (combined) Belper and Milford Conservation Area, based in part upon the work done in 2004, but developed further by AVBC, is due to go out to public consultation early in 2007. AVBC and DDDC will review the desirability of producing conservation management plans towards the end of their current programme of appraisals.

Over the past 20 years conservation area grant schemes (principally Town Schemes, Conservation Area Partnerships, and Heritage Economic Regeneration Schemes) have been a powerful force for the repair and enhancement of the historic environment at Cromford, Belper and Milford. These mechanisms have provided subsidies for property owners who often have very modest means and normally would be ineligible for financial assistance through national heritage funding. The schemes have resulted in widespread support for, and interest in, conservation of the historic environment.

The grant schemes have been very effective in stimulating the repair and re-use of buildings, to the point where only a small percentage of the building stock remains in need of substantial repair. The main remaining objective is the encouragement of reinstatement of lost architectural detail, especially in respect of the historic mill-workers housing at Cromford, Belper, Milford, Makeney and Darley Abbey.

The Conservation Area Partnership grant schemes (CAPs) for Cromford and Belper came to an end in March 2001. English Heritage, in partnership with Derbyshire Dales District Council, Amber Valley Borough Council, Derby City Council, and Derbyshire County Council, then established a 'Heritage Economic Regeneration' grant scheme' (HERS) for the Derwent Valley. This provides grant aid for conservation work which encourages economic regeneration within the conservation areas of Darley Abbey, Belper and Milford, and Cromford.

The Heritage Lottery Fund, in partnership with Amber Valley Borough Council, the Derby and Derbyshire Economic Partnership and Derbyshire County Council established a £2 million 'Townscape Heritage Initiative' grant scheme for the (combined) Belper and Milford Conservation Area in 2004. It has an ambitious programme of objectives, including; revitalisation of the Market Place, upgrading of shopfronts, reinstatement of lost architectural detail to mill workers houses and production of a scheme for the restoration of historic highway surfaces at the Clusters.

The Belper and Milford THI is due to run until March 2009, but it is hoped that it may be extended by a further three years to enable these objectives to be pursued even further.

2.3.4 Historic Parks and Gardens

In 2004 Belper Cemetery, a public cemetery laid out in 1859 to designs by William Barron, joined the 18th century grounds of Willersley Castle at Cromford and, the early 20th century River Gardens at Belper as sites on the English Heritage Register of Parks and Gardens of Special Interest which are located within the World Heritage Site. No additional statutory controls follow from registration, but local authorities are required to protect them in their local development frameworks and in determining planning

applications. Similarly highway authorities are required to safeguard them when planning road schemes.

Amber Valley Borough Council engaged consultants in 2002 to produce a detailed scheme for the restoration and enhancement of the River Gardens at Belper. A Heritage Lottery Fund (HLF) grant was given towards the cost of producing the scheme. Since then further work has been done to develop the scheme and it is likely that in the near future a further application will be made to the HLF for its implementation. In the summer of 2006 a number of events were held to celebrate the centenary of the creation of the Gardens.

The Derbyshire Historic Gardens Society is in the process of developing an inventory of parks and gardens of historic interest throughout the county and city, over and above those registered by English Heritage. Any which fall within or border the site should be taken into account in the management of the site and mechanisms for their protection considered. Of particular importance will be the parkland immediately north of Derby (Darley and Derwent Parks) that comprise remnants of the original parkland associated with St Helens House (1767) and the park of Darley Hall, demolished in 1962.

2.3.5 Landscape

The historic landscape of the river valley is a major factor in determining the special character and sense of place of the World Heritage Site.

The County Council, in partnership with the Countryside Agency and the District Councils, has recently completed a landscape character assessment for the county, outside the Peak Park, culminating in the publication of the 'Landscape Character of Derbyshire'. The Derbyshire work builds on the Countryside Agency's national landscape characterisation project to provide detailed descriptions of the physical, natural and cultural elements that help to define the character of the landscape.

Historic landscape data has been extracted from maps, field survey sheets and existing publications, supplemented by additional information from the findings of the historical survey undertaken for the County Council by the Peak Park. That survey analysed historic maps to show how the landscape has evolved over time and information has been presented in a series of 'time slices' relating to 1650, 1850 and 1996 (see Appendix 5).

A statement summarising the quality and distinctiveness of the Derwent Valley Mills cultural landscape is provided at Appendix 17.

To enhance understanding and appreciate the setting of the mills and their communities within the Derwent Valley, a programme of tree husbandry along the river banks may be necessary. Carefully managed, this could open significant vistas within the valley but should not impact negatively on the biodiversity of the site.

2.3.6 Biodiversity

The promotion of sustainable recreational activity within the World Heritage Site must be considered in relation to National Biodiversity Targets. Proposals should have regard for the maintenance and enhancement of biodiversity and, wherever possible, should seek to protect priority habitats and species which could be affected, together with sites and species protected by legislation.

The extraction of water from the main watercourses, climatic fluctuations and the need to maintain waterways can cause problems for local ecosystems. For example, at Cromford Canal, which is a Site of Special Scientific Interest (SSSI), a tension currently exists between the needs of protecting the fabric of the industrial monument, the protection of its associated wetlands and the diversion of water flows.

A management plan has been prepared by the Arkwright Society and agreed with English Nature for Slinger Wood, part of the Via Gellia SSSI, but the restoration and management of the mill ponds along the Via Gellia, together with the management of possible increasing visitor pressure, need to be considered.

In 2005 the County Council, Derbyshire Wildlife Trust and English Nature participated with DEFRA in developing the regional Agri-Environment Higher Level Stewardship Targeting Statements with a view to seeking additional protection of and resources for features of landscape and biodiversity importance within the WHS amongst other priority areas in Derbyshire. Analysis of the success of the HLS (DWT 2006) has indicated that, currently, differences between targeting statements in the East Midlands and other regions represent significant barriers to achieving nature conservation and landscape targets through HLS. The relevant WHS partner organisations will seek to influence the review of HLS targets in 2007, through dialogue with Defra and Natural England.

There is a potential tension between biodiversity and visual amenity objectives with regard to river bank margins. The absence of bank management by many landowners over a long period of time has led to the river becoming hidden for some of its length. A wish to reveal sight of the river by selective tree thinning has been expressed. The development of land bounding the river can also lead to bankside tree loss. Any proposal which impacts upon river bank vegetation should be evaluated in the light of its impact upon biodiversity and landscape character, as well as flood protection considerations.

2.3.7 Historic and Artistic Artefacts and Archives

Historic and artistic artefacts and archives are an important component of the cultural 'monument' which is the World Heritage Site. It is desirable that what is of particular importance and significance is identified. This will include machinery and other historic artefacts, archival material, paintings and other pictorial material, including decorative art, photographs and ephemera.

The items of greatest importance will be those which relate to the Outstanding Universal Value (ouV) of the Site, as defined in the reasons for its inscription on the World Heritage List. An acquisitions policy is being established to aid this process.

2.4 Public Awareness, Education and Research

2.4.1 Interpretation

An additional factor in achieving sustainable tourism and in raising levels of awareness of the significance of the site is to provide adequate interpretation of the site itself, the cultural landscape, the interrelationships between the key features of the site and landscape features. This process is taking place, particularly in the southern section of the Site, but the quality of interpretation at some sites is still clearly inadequate; high-quality interpretation needs to be provided throughout the valley. Further assessment of current interpretive provision needs to be conducted so that the lack of integration

between different parts of the site can be addressed. Interpretation should take a variety of forms to minimise visual impact on the Site itself.

2.4.2 Promotion

A sustained increase in public awareness of the Derwent Valley Mills has been established since inscription in 2001. Promotion must be tempered by an awareness that the Derwent Valley Mills are a developing World Heritage Site, concentrating in the short and mid-term on strengthening the local sense of pride and understanding of the Site. As development of the site continues, an increase in promotion at a national and international level should take place.

Diversity of promotion is essential, and has already been achieved. Newspaper and magazine articles and advertising, a website, events and arts-led promotion work, as well as an extensive library of leaflets and newsletters have been established, and need to be sustained and enhanced.

2.4.3 Educational Resources

An essential part of establishing sustainable local awareness, understanding and pride in the Site is the use of educational resources for schools. The World Heritage Site itself is an adaptable, valuable resource for teachers, and can be used to fulfil a number of national curriculum needs. Resources offering support for teachers in the classroom and on visits to the Site are available, and need further development to reflect the opportunities for teaching the national curriculum using the Site. The use of the website as a method of dispersing these resources across the globe has begun and should be developed further.

2.4.4 Research

There is a lack of co-ordination of the information that is currently held at the various sites and no World Heritage Site database exists. Whilst some research is taking place, further stimulation of research into the area needs to be established, to generate academic interest in the Derwent Valley Mills at all educational levels. Such research needs to be held in a variety of forms, including film and web-accessible sources, but the Partnership will, where it has control, manage the release and publication of research data for the benefit of the site and to ensure accuracy and authenticity in anything available to the public.

Continuing researches will result in a greater understanding of the historic structures within the World Heritage Site. This also accords with the Partnership's ambitions to produce both academic and popular publications (supplementary to the nomination document) concerning those structures.

2.5 Transportation

2.5.1 Traffic Congestion

The A6 is the major highway route into, and out of, the World Heritage Site. It is an arterial route running the length of the Derwent Valley and provides access to the popular Matlock Bath inland spa and the Peak District National Park. Some parts of the A6 suffer from severe congestion at times, especially during summer weekends and bank holidays.

The A6 through the central area of Belper is narrow, at some points less than 6 metres wide. The number of junctions along Bridge Street and Chapel Street impedes smooth traffic flow and the situation is compounded due to buses stopping, long vehicles turning, delivery vehicles standing astride footways and pedestrians stepping off narrow footways into the carriageway. During peak periods, traffic movement along this section of the A6 can be regarded as a 'standing queue'.

Bridge Street and Chapel Street in Belper have a number of listed buildings lining them which are blighted by traffic. This environment limits the extent to which it is economically viable for owners to invest in their properties. The possibility of creating a by pass or a relief road, to the west of the A6, for the length of Bridge Street and Chapel Street has been debated for several years but at present there are no proposals to build one and, in the current climate, it is unlikely one would be constructed, although both the County Council and Amber Valley Borough Council are in discussions with a private company which wishes to develop land to the west of the A6, which could potentially include the creation of a new road to act as a relief road. Such a scheme may have the potential to bring benefits to the town but would be subject to careful environmental appraisal to ensure benefits outweigh any disbenefits.

At Cromford, in addition to the high volume of traffic on the A6, the B5016 (The Hill) is used by a large number of heavy goods vehicles, many of which have their origin or destination in one of the local limestone quarries. The gradient of 12% has led to a number of serious accidents and the introduction of necessary, but unattractive crash barriers, which damage the character of the conservation area. The volume and nature of the traffic, which causes pollution in the forms of dust, fumes and noise, are also detrimental.

At Darley Abbey, access to the Mills from the village is via a private bridge that is only wide enough to accommodate one line of traffic, and the alternative Haslam's Lane entrance from Alfreton Road is a private road used by a small amount of traffic as a short cut to the village. Limited parking space for businesses and visitors is a constraint upon the re-use and re-development of empty buildings and vacant upper floors.

At a strategic level, the problem of traffic congestion within the World Heritage Site is being addressed by a consortium of authorities and other organisations as part of The South Pennines Integrated Transport Strategy (SPITS). It seeks to protect the environment of the Peak District National Park, which lies just north of the Site, and other sensitive areas in the region, including the Derwent Valley. The strategy prescribes a combination of improved rail services, selective and limited road improvements and traffic restraint on most trans-Pennine routes. An independent consultant's report (Derby to Manchester Railway Matlock to Buxton / Chinley Link Study June 2004) commissioned by Derbyshire County Council into reopening the rail link north from Matlock concluded that at the current time there was not a viable business case for this route, but that the line of route be protected for the future. It was in the context of this strategic work already undertaken that the Derwent Valley Mills Partnership commissioned its own integrated transportation study for the World Heritage Site. The executive summary of the study, which was published in June 2003, may be found in Appendix 9. The critical importance of sustainable transportation to the economic health of the Derwent Valley was identified in the December 2005 Economic Development Plan, carried out for the Partnership by Latham Architects and others.

Government trials to re-designate some branch lines as Community Railways led to a successful bid for this change in status, coordinated by the Derwent Valley Rural Transport Partnership. The designation recognises the local importance of the

passenger service and gives more flexibility in terms of the way that the service is managed.

2.5.2 Vehicle Impact Damage

In addition to the problems of pollution and congestion, a high volume of traffic increases the likelihood of vehicular impact on the fabric of historic properties. The potential for impact is increased by the high number of heavy goods vehicle journeys generated by local industry.

There are a number of locations where vehicle impact damage to heritage assets has occurred or occasionally occurs

- The overhead footway at Bridge Foot at Belper by the North Mill
- The A6 river bridge at Whatstandwell.
- Roadside stone boundary walls abutting the former turnpike roads (now the A6) between Belper and Matlock Bath
- The Cromford Mill Aqueduct, which was demolished through vehicle impact on 8 November 2002
- Cromford Hill (the B5036) where terraces of Arkwright's workers cottages line both sides of a steep, twisting road used by large numbers of lorries.

At Bridgefoot, Belper, an appropriate means of protecting the historic footbridge is still to be found.

The Cromford Mill Aqueduct has yet to be repaired and re-erected. The reinstatement of this important cast iron structure of 1821 is a complex technical challenge. The process has been further complicated by the need to seek agreement to a way forward which will be acceptable to the insurers, the Arkwright Society, the local planning authority and the highway authority.

Where physical measures are required they need to be designed and implemented by Derby City and Derbyshire County Councils as local highway authorities. Any such measures need to be carried out in a manner which balances traffic needs with the need to protect the structures, their special character and importance and their setting. Where traffic signing is an essential part of those measures, signs are erected only after careful thought regarding size, position, colour and number, so as to limit the impact on the buildings, their setting and the landscape.

2.6 Sustainable Tourism

The pre-inscription consultation process highlighted residents' concern over the possible increase in visitor numbers to the area. Concerns included a lack of privacy, congestion and erosion of the characteristics that contribute to a 'sense of place'. These views were expressed by private and commercial interests within the community. These anxieties have been taken seriously. However tourism, if properly managed, should improve the quality of life for the local population without compromising the indigenous culture.

Promotion of the Derwent Valley Mills as a World Heritage Site, combined with the development of Cromford Mill, Belper North Mill and Derby Silk Mill, is likely to lead to a significant increase in visitor numbers to visitor sites within the WHS. The greatest problem which is likely to result from this is traffic congestion on the A6 and greater pressure for car parking.

Sustainable tourism can be achieved principally through public transport and packaged tours. Belper has excellent bus links with Derby and some train services. The Derwent Valley Mills Partnership seeks to increase the present provision significantly in co-operation with train and bus operating companies and tour companies. It provides literature to encourage packaged group visits to the Site, and promote public transport timetables. The Derwent Valley Rural Transport Partnership has agreed discount vouchers with Cromford Mill and Masson Mill for visitors arriving by public transport. These vouchers are featured in a number of promotional Days Out Guides (by public transport) to the Derwent Valley.

The railway service from Derby to Matlock is believed to be central to any long term solution to the challenge of sustainable transportation for the World Heritage Site. A considerable amount of effort is being put into long term strategic planning for the safeguarding and improvement of the service.

There is a delicate balance to be achieved between the economic benefits of increased tourism and the associated environmental implications. If the Derwent Valley communities are to benefit from cultural tourism, visitors must be encouraged to use the shopping streets. A tourist trade based exclusively on the key sites will not sustain the employment and economic base of the area. To that end a World Heritage Site Guide to Belper is being produced that encourages the visitor to explore beyond the North Mill Visitor Centre.

Locally, problems vary in complexity and intensity. Masson Mill is located in a narrow corridor within Matlock Bath where the land formation reduces the potential for transport improvement. Traffic congestion during the summer, especially at weekends, is already a significant problem.

Visitors to Masson Mill are always likely to be predominantly car users, though some people access the site by rail, bus, cycle or on foot; there may be further scope to extend public transport access. At present, the Mill can accommodate 208 cars, which is thought to be adequate for any immediate increase.

John Smedley's Mill at Lea is still in successful textiles production, and presently has a well-used factory shop outlet with sufficient car parking. The owners are keen to provide greater opportunities for interpretation of the site's history, which are likely to increase the numbers of visitors.

An increase in the number of visitors to Cromford is likely to be more easily accommodated at Cromford Mill than in the village. There is already inadequate parking for residents, shoppers and users of the other commercial premises in Cromford village. Car parks at the Mill are adequate for present, short and medium term needs, and the public car parking nearby offers an overspill capacity. The Arkwright Society is committed to sustainable tourism and has set an overall capacity for the Mill site of 150,000 visitors per annum. It is believed this level of use can be sustained without risk to the historic fabric and without over-stretching the local infrastructure. At present approximately 100,000 visit the site per year. The Society is also committed to maximizing the use of public transport, and the location of the mill five minutes walk from Cromford railway station offers real opportunities for increasing the proportion of visitors who travel to Cromford by train, through this unique 'gateway' station complex.

The Cromford Canal, for which Cromford Canal Wharf and the High Peak Junction car park are the principal access points, is used by more than 250,000 pedestrians annually. The Canal is used mainly for recreation purposes, though a growing

proportion of those who walk the towpath are visitors using it either as a link between Cromford and heritage attractions of High Peak Junction, or as a route through the landscape between Cromford and Ambergate. Ambergate has been identified as a strategic transportation node point, where the A610 route from the east meets the arterial A6. A publication has been produced to encourage access to the northern part of the World Heritage Site from Ambergate. Details on this may be found in Part Three.

A conservation management plan for the Cromford Canal to be published in 2007 makes detailed suggestions for the way this very popular visitor attraction should be protected and enhanced. It takes into account the consideration that any increase in its use must be balanced against the need to protect and interpret the Site of Special Scientific Interest.

In Belper, there are tensions between residents who live in the former Strutt housing near the North Mill and visitors who compete for limited on-street parking. Improvements to parking facilities at the Mill have mitigated the problem to some extent, but with the mill visitor numbers planned to increase in the mid-term to 9,000 per annum and ultimately to 30,000, a longer term solution is required.

Further south, the two communities of Milford and Darley Abbey have had little experience of visitors and the growth in public awareness of the historic importance of these settlements could lead to pressure on the limited available parking provision. Amber Valley Borough Council and Derby City Council monitor trends and seek to provide sustainable solutions.

At Derby Silk Mill, marking the southern extent of the site, substantial capacity exists to accommodate an increase in the number of visitors. The City Council has recently approved the principle of an ambitious development of the Silk Mill Museum to provide a regional visitor attraction. The Museum's central location close to the historic quarter of the city centre, is within easy reach of the city centre car parks and avoids the need for additional car parking facilities. The Museum is accessible by pedestrians/cyclists and is well signposted within the city centre; it is only a few minutes walk from Derby's central bus and coach station.

Immediately north of the Silk Mill, there is a continuous swathe of public parkland along the western side of the river extending to Darley Abbey. A riverside footpath through Derwent Park/Darley Abbey Park and a network of cyclepaths presently provide good access through an attractive historic parkland landscape. There is however much potential to integrate the village and mill complex of Darley Abbey into a single visitor experience based around the Silk Mill and linked by a co-ordinated sustainable transport system comprising an improved network of off-road pedestrian/cycle routes, a riverbus, public bus services and potential cycle hire. The City Council is in the process of preparing a ten-year action plan for the lower section of the World Heritage Site to develop and exploit this potential.

At a strategic level the coming into being of the Destination Management Partnership (DMP) in 2005 pulled together Derbyshire and the Peak District's resources for promotion and the production of the Economic Development Plan (see p 41) has identified tourism initiatives for the World Heritage Site. The East Midlands Development Agency has recognized the Derwent Valley Mills World Heritage Site as a significant asset for the region. One of the key issues facing the World Heritage Site is the identification of its 'place' within the branding structure for the region and the county.

2.7 Co-ordination, Monitoring and Consultation

2.7.1 Co-ordination

Management of such a complex site is inevitably challenging. A Management Panel was established in 1997, prior to inscription, to combine representation from local authorities, environmental and business bodies, the regional development agency, key visitor site owners and operators and parish councils. In 2002, following inscription, the Management Panel was re-formed as The Derwent Valley Mills Partnership. It co-ordinates the long-term management of the site in its entirety.. (See page 6 for the make up of the Partnership)

2.7.2 Consultation

Optimum management of the Derwent Valley Mills World Heritage Site depends upon the continuing support and involvement of those who live and work within the site and buffer zone. This particularly applies to property owners. During the preparation of the Management Plan, community involvement was established (a report on public consultation is given at Appendix 12) but it was accepted that it needed to be developed further.

Interaction with a 'constituency' of approximately 45,000 residents, living in several separate communities, spread out along a 15 mile long site is a considerable challenge. The production of a newsletter is the main medium of communication, but occasional meetings are also held with parish and town councils, to allow two way communication with the elected representatives of the local communities. A quarterly e-newsletter offers a sustainable method of providing more frequent updates than the annual printed newsletter allows.

Additionally, the Derwent Valley Mills World Heritage Site Co-ordinator and other professional officers of the constituent authorities frequently give talks/presentations to local community/interest groups and these provide forums for more informal dialogue with individual members of the public.

The production of a website has also provided an important medium for the dissemination of information about the Site, including how it is managed. A feedback facility for visitors to the website has now been provided.

2.7.3 Monitoring

Baseline research is vital as a basis for informed management of the site and for the monitoring process. Research can also ensure that authenticity is protected within suitable conservation works. A substantial amount of research has already been completed and recorded in a variety of publications, but further historical and archaeological research of the built and natural environment within the area is required in order to assert a coherent and more detailed information base. The last revision of the Management Plan identified the need for particular attention to be given to Milford, to the tramway system which extended the reach of the Cromford Canal, and to other surviving fragments of the historic transport infrastructure. These topics have received attention since then and the research findings have been deposited with the Sites and Monuments Record.

The Sites and Monuments Record maintained by the County Council is the primary tool in ensuring that the archaeological implications of development proposals are properly monitored. English Heritage's Monuments Protection Programme has also provided

valuable information on the significance and survival of industrial archaeological remains. Both serve the dual purpose of monitoring mechanisms and research tools.

A comprehensive annual monitoring report for the Derwent Valley Mills World Heritage Site has been produced since 2004.

Monitoring of the site from 2007 onwards will benefit from the adoption of key indicators and a regular system of review. To this end, a comprehensive set of performance indicators have been developed in this third revision of the Management Plan which will be used to monitor the condition of the site and the effectiveness of the Plan. The indicators are included in Section 5.

2.8 Economic Development and Funding for World Heritage Site Development

The Derwent Valley Mills World Heritage Site Economic Development Plan was published in December 2005. This major study was commissioned by the Derwent Valley Mills Partnership with funding from the Derby and Derbyshire Economic Partnership (DDEP). It may be found in Appendix 18.

Latham Architects together with Ove Arup, Charles Monck & Associates, Stephen Feber Ltd and Innes England were commissioned to prepare an economic framework and a vision for the economic development of the World Heritage Site.

The Plan is an advisory document for the Partnership. It was received by the Partnership in December 2005, and an Economic Development Plan Working Group has been set up to advise the Partnership how best to take its findings forward.

The Partnership accepted an offer by Derby City Council for an application to be made by them, on behalf of the Derwent Valley Mills Partnership, to DDEP for funding for the employment of an Economic Development Plan Coordinator for the World Heritage Site for the period January 2007 to October 2009.

The majority of buildings within the site are privately owned, and private sector investment will therefore continue to play an important part in project finance and as match funding for grant aid. The Derwent Valley Mills Partnership has been assisted by sponsorship from some Derbyshire companies, and it will continue to seek the assistance of the private sector for its work

The sub regional Derby and Derbyshire Economic Partnership and the Heritage Lottery Fund, the two major potential funding agencies for capital grant assistance, have indicated that they will use the World Heritage Site Economic Development Study as a framework within which they will assess applications.

English Heritage is able to consider grant applications for repairs to Grade I and II* Listed Buildings, and local authorities can consider grants for all historic buildings, though not all have grant schemes at present.

Where new development is allowed within the Site or the buffer zone the local planning authority will consider whether a Section 106 agreement might be sought with the developer to secure funding for World Heritage Site management objectives or targets.

The Table on pages 40 and 41 shows major expenditure on the conservation and development of the World Heritage Site since inscription in 2001 and the funding being sought for further development for the period 2007-12.

MAJOR EXPENDITURE ON MANAGEMENT PLAN OBJECTIVES SINCE INSCRIPTION

| Property/ Topic (Owner/Lead Body) | Development Projects 2001-2006 | Approx Capital Cost and Funding Source | Finance Sought 2007-2012 |
|--|---|--|---|
| Masson Mill (Private) | (£4m repair, conservation and conversion scheme completed in 1999). | | Not yet available |
| Cromford Mill (Arkwright Society) | Restoration of the 'shell' of Arkwrights First Mill (Building 18) and provision of interpretation facilities. | £2.5m Heritage Lottery Fund and Derby & Derbyshire Economic Development Partnership. | Not yet available |
| Cromford Canal Wharf (Arkwright Society) | Restoration of Wharf buildings | £100,000 English Heritage and Arkwright Society | Not yet available |
| Cromford Canal Wharf (Arkwright Society and Derbyshire County Council) | Restoration of cast iron stanchions, timber rail and stone edging to water channel. | £20,000 | Not yet available |
| Cromford Canal (Derbyshire County Council) | Conservation Management Plan and interpretation and marketing studies | £80,000 Heritage Lottery Fund | Not yet available |
| Cromford Canal (Derbyshire County Council) | Engineering Study | £40,000 | Not yet available |
| Slinter Cottage (Arkwright Society) | Restoration of water wheel, repair of mill building and part conversion to holiday let) | £114,000 | Not yet available |
| Cromford Village Study (Derbyshire County Council) | Study of Highway Management and Historic Paving Restoration | £29,000 English Heritage: Aggregates Levy Sustainability Fund. | Not yet available |
| North Street, Cromford (Derbyshire County Council) | Study of Restoration of Historic Paving | £14,000 Derbyshire Environmental Trust | £150,000 for implementation. |
| Cromford Railway Station (Arkwright Society) | Repair and conversion to offices and World Heritage Site 'Portal' | £120,000 Railway Heritage Trust grant offer | £263,000 total cost of implementation |
| Derwent Valley Heritage Economic Regeneration Grant Scheme (HERS) (English Heritage, | Grant scheme operational between 2001 To 2007 | £538,280 Total grant aid to 44 No buildings plus one Environmental Enhancement and | Stage one bid submitted to EH for new partnership conservation area grant scheme. |

| | | | |
|---|---|---|---|
| Derbyshire County, Derby City , Amber Valley Borough and Derbyshire Dales District Councils) | | three strategic feasibility studies. | |
| North Mill Belper (Private) | Condition study | £16,000 | Not yet available |
| North Mill Visitor Centre (North Mill Trust) | Interpretation Panels | £45,000 Heritage Lottery Fund | |
| North Mill Weir (Private/) | Condition study | £1,000 | Not yet available |
| Belper Market Place Restoration Phase 3 (Derbyshire County Council/Private) | | £30,000 | Not yet available |
| Belper: Scotches Resurfacing(Private) | English Heritage | £54,000 | Not yet available |
| Belper and Milford Townscape Heritage Initiative. (Heritage Lottery Fund) Darley Abbey Mills; Repair and Restoration of Mill buildings (Private) | 2004-2008 programme of enhancement and repair to shopfronts, millworkers housing, historic paving etc | £2m Partnership funding from Heritage Lottery Fund, Derby and Derbyshire Economic Partnership, AVBC, DCC and property owners. | |
| Darley Abbey Conservation Area; Repair and Restoration of village buildings (Private) | Condition study | Derby City-wide grant budget of £47,000 | Not yet available |
| Darley Abbey Riverside Enhancement (Derby City Council) | Estimates made. | £15,000 | |
| Derby Silk Mill (Derby City Council) | Estimates made. | £344,000 | Heritage Lottery Grant was made in 2000 for £1,031,460. The application was unsuccessful. |
| Derwent Valley Heritage Way: Phase One (Derwent Valley Trust) | Long distance waymarked walking route opened (Phase One) | £46,000 | |
| World Heritage Site | Study published June | £90,000 | |

| | | | |
|--|---|--|--|
| Integrated Transportation Study | 2003 | Partnership funding from; Derbyshire County Council, EMDA, Amber Valley Borough Council, Countryside Agency, Highways Agency and English Heritage. | |
| World Heritage Site Economic Development Plan | Plan published Dec 2005 | £60,000 Derby and Derbyshire Economic Partnership | |
| Archaeological Research at Milford and Belper | Research delivered via developer funding | Unknown cost, but substantial | |
| DVMWHS Arts Group | Community Arts Projects: Children of the Mills; Bindings; Industry Artistry; Water-powered Sculptural Automata. | £119,000 Heritage Lottery Fund, Derbyshire County Council, Derby City Council, Derby and Derbyshire Economic Partnership | |
| DVMWHS Arts Group | Community Arts Project: Watch This Space | £31,400 Arts Council, Derbyshire County Council, Derby City Council, Derbyshire Dales District Council, Amber Valley Borough Council. | |
| DVMWHS Arts Group | Commissioning and publication of public art strategy | £7,500 Arts Council, Derbyshire County Council | |
| DVMWHS Arts Group | Commissioning and publication of public art advocacy document. | £6,000 Arts Council, Derbyshire County Council | |
| DVMWHS Arts Group | Discovery Days 2006 workshops | £1000 Rolls Royce | |
| DVMWHS Core Funding Programme 2003-6 (excluding community arts projects and Economic Development Plan) | Coordinator; Newsletter; GIS Database; Learning Resources; Business Information; Visitor Guides; Website; Project Assistant; Publications Charity; Marketing and Promotions; Brand and Interpretation Guide; Derwent Navigation Feasibility Study | £340,000 Derby and Derbyshire Economic Partnership; Derbyshire County Council; Derwent Valley Rural Transport Partnership; Central Trains. | |

| | | | |
|-----------------------|---|---|--|
| Belper Station | Regeneration of station: CCTV, shelters, access paths, electronic information screens, landscaping of the station | £200,000 Derbyshire County Council, Derwent Valley Rural Transport Partnership, Amber Valley Borough Council, Countryside Agency, Network Rail, Central Trains | |
| Whatstandwell Station | New waiting shelter | £8,500 Derbyshire County Council, Central Trains | |
| Matlock Bath Station | Reopened and renovated waiting shelter | £2,500 Derbyshire County Council | |
| Cromford Station | Access, lighting and signage improvement | £20,000 Derbyshire County Council | |
| Derwent Valley line | Derwent Valley Mills liveried Train | £13,500 DDEP, Derwent Valley Rural Transport Partnership and Central Trains | |
| | Derwent Valley branded buses | £9,000 Derwent Valley Rural Transport Partnership, Trentbarton | |
| Transpeak | Service enhanced to hourly | £1,000,000 Department for Transport, Derbyshire County Council | |

PART THREE: MANAGEMENT OBJECTIVES, STRATEGIES & ACHIEVEMENTS

The overall aims of the Management Plan were given in Part 1 of the document. The first, and foremost, aim is “to identify key issues affecting the vulnerability of the cultural landscape, opportunities for its enhancement and measures to protect the cultural significance of the site”. That aim is addressed largely through Part 2 of the Management Plan.

The approach adopted in Part 3 is to take each of the remaining six aims, identify the main themes which need to be addressed, and then to set out specific objectives to meet the respective aims. Against each objective a series of actions is proposed, together with the principal agencies expected to be involved and the anticipated timetable for action. Together these aims, objectives and actions form a coherent strategy to manage the site in the short-term; however, further consultation with the community will lead to modification and extension of action plans, and Part 3 needs to be treated as a provisional strategy which will evolve over time.

Where actions are part of ongoing programmes they are explained in the text of Part 4 of the Management Plan. Actions which have specific target dates over the period 2007-2011 have individual action panels in Part 4.

This part of the Management Plan was extended in the 2007 'quinquenniel' revision to provide details of progress in the successful delivery of objectives. The table at the end of part two provides information on the source and scale of funding for the delivery of Management Plan objectives. The tables which follow give greater detail on ongoing programmes of delivery.

A number of abbreviations are used in the tables and are given here to assist interpretation.

| | | | |
|--------------|--|--------------|---|
| AS | Arkwright Society | DVMP | Derwent Valley Mills Partnership (Management Panel and Technical Panel) |
| AVBC | Amber Valley Borough Council | DVT | Derwent Valley Trust |
| BNMT | Belper North Mills Trust | EA | Environment Agency |
| DC | Derby City Council | EH | English Heritage |
| DCC | Derbyshire County Council | EMDA | East Midlands Development Agency |
| DCMS | Department for Culture Media and Sport | EMT | East Midlands Tourism |
| DDEP | Derby and Derbyshire Economic Development Partnership | EPA | Emergency Planning Authority |
| DEFRA | Department for Environment, Food and Rural Affairs | FC | Forestry Commission |
| DHBT | Derbyshire Historic Buildings Trust | GOEM | Government Office for the East Midlands |
| DFR | Derbyshire Fire and Rescue Service | HLF | Heritage Lottery Fund |
| DHG | Derbyshire Historic Gardens Society | LAM | Local Authority Museums |
| DMP | Destination Management Partnership for the Peak District and Derbyshire | LPA | Local Planning Authority |
| DWT | Derbyshire Wildlife Trust | LSL | Local Studies Libraries |
| | | LTO | Local Tree Officers |
| | | NE | Natural England |
| | | O | Owners |
| | | PC/TC | Parish Council/Town Council |
| | | U | Universities |
| 3.1 | Management Guidelines and Monitoring, Conservation and Maintenance of the Cultural Heritage | | |

3.1.1 Aim

To establish guidelines for the future management of the site, and the buildings and land within it, so that the special character of the cultural landscape is protected and enhanced.

Since the principal means of guiding development is the statutory Planning Development Framework, there needs to be formal recognition of the site and its significance in Regional Plans and in Local Development Framework policies. The Management Plan should also provide a basis for the adoption by the local authorities of Supplementary Planning Guidance, the status of which is recognised in planning law subject to appropriate public consultation. This combination of Local Development Framework Policies and Supplementary Planning Guidance provides a more effective way of protecting the site than sole reliance on the recognition of World Heritage Sites in Government Planning Policy Guidance.

The Derby and Derbyshire Joint Structure Plan, which was adopted in January 2001, has a policy relating to The World Heritage Site. ENVIRONMENT POLICY 13: WORLD HERITAGE SITES (Para 8. 25) "*Development Proposals that may affect an inscribed World Heritage Site will be carefully scrutinised. Development will not be permitted where it would adversely affect*

such a site or its setting. Where development is permitted, opportunities will be taken, as appropriate, to enhance the site or its setting.”

The Joint Structure Plan will no longer be operational after September 2007, or when the new Regional Plan replaces it. Substitute policies will be included in the replacement local development frameworks.

Conservation of such a complex cultural landscape also relies on a combination of measures to address the condition, maintenance and quality of the built heritage, and protection of the surrounding landscape through, for example, conservation plans and character and biodiversity assessments, and habitat action plans. In addition, it is proposed that records of statutory designations should be kept under review in order to maintain consistent protection for the cultural heritage.

Guidelines for a referral process for the World Heritage Sites in the UK are being devised (2006) by ICOMOS-UK in consultation with EH and others. These will provide a ladder of referral for occasions when the Outstanding Universal Value (OUV) of a World Heritage Site is considered to be at risk, with the UNESCO World Heritage Council in place as a final option, if a local or State Party remedy cannot be achieved.

3.1.2 : Strategy

| Objectives | Actions | Agencies | Target Dates |
|--|--|--|---|
| Objective 1 : ensure that the Regional Spatial Strategy, Local Development Framework, and Supplementary Planning Guidance provide policies for development that recognise the significance of the site | <ul style="list-style-type: none"> • Adopt Regional Plan Policy on Protecting & Enhancing the Region's Natural & Cultural Heritage (Policy 26) • Adopt Structure Plan Policy on World Heritage Sites (Appendix 2) • Review Local Plans, including Minerals and Waste plans • Produce and adopt Supplementary Planning guidance | LPAs, DCC DCC, DC DCC,DC, LPAs LPAs | Adopted January 2001 On-going On-going |
| Objective 2 : ensure that protection within the policy framework, when developed, remains effective in the long-term | <ul style="list-style-type: none"> • Review boundaries of site and buffer zone • Review success of development plan policies • Monitor management of the site and particularly significant development control decisions | DVMP, DCMS DCC, DC, LPAs DVMP, LPAs | Achieved 2005 On-going On-going |

| | | | |
|--|---|--|---|
| | <p>affecting it</p> <ul style="list-style-type: none"> Develop key indicators of performance for the site | DVMP | On-going |
| Objective 3 : review records of statutory and non-statutory designations for protection | <ul style="list-style-type: none"> Monument Protection Programme Sites and Monuments Record Review non-statutory local lists and liaise with EH and DCMS on buildings threatened and deserving statutory protection Carry out reviews of conservation area boundaries Review existing Article 4 directions | <p>EH,DCMS</p> <p>DCC,DC</p> <p>LPAs</p> <p>LPAs</p> <p>LPAs</p> | <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> |
| Objective 4 : establish an accurate picture of the current condition and vulnerability of the cultural heritage | <ul style="list-style-type: none"> Monitor condition of Scheduled Ancient Monuments Maintain, review and update Buildings at Risk Register Carry out condition survey of Belper North Mill Carry out condition survey of Darley Abbey Mills Complete the Cromford Cultural Landscape Project and publish a Conservation Management Plan for the Cromford Canal | <p>EH</p> <p>DCC,DC, EH,DHBT BNMT,</p> <p>AVBC</p> <p>DC</p> <p>AS, DCC, HLF</p> | <p>On-going</p> <p>2006 Review completed</p> <p>Achieved</p> <p>Achieved</p> <p>Achieved</p> |
| Objective 5 : encourage owners to ensure that maintenance, repair and restoration is carried out sympathetically | <ul style="list-style-type: none"> Establish and operate a Townscape Heritage Initiative (THI) grant scheme for the Belper and Milford Conservation Area. Continue and develop a Heritage Economic Regeneration Scheme (HERS) for The Derwent Valley Review grant schemes for listed buildings and conservation areas Pursue strategies for identifying buildings at risk Review published advice and add new literature Continue provision of specialist staff to advise owners Work with owners to encourage | <p>AVBC, HLF, DDEP, DCC</p> <p>DCC, DC, AVBC, DDDC, EH</p> <p>DCC, DC LPAs, EH, HLF</p> <p>DHBT, DCC, DC, LPAs,EH</p> <p>DCC, DC, LPAs</p> <p>EH, LPAs DCC,DC, DVMP, O</p> <p>DVMP, O,</p> | <p>Achieved Operating 2005-2009</p> <p>Ongoing</p> <p>On-going</p> <p>2002-2010</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> |

| | | | |
|--|--|--|---|
| | <p>the development of conservation plans for the key properties</p> <ul style="list-style-type: none"> • Work with owners to pursue funding for essential repairs and planned maintenance to weirs and other significant water features within the site • Work with landowners to ensure that key biodiversity sites and features are maintained, and to deliver LBAP targets for habitat creation and management. | DVMP, EA | On-going |
| | | DWT, NE, LPAs | On-going |
| Objective 6 : maintain and enhance the quality and distinctiveness of the Derwent Valley Mills cultural landscape | <ul style="list-style-type: none"> • Define the quality and distinctiveness of the cultural landscape • Carry out conservation area character appraisals and produce townscape enhancement programmes • Carry out environmental improvements within the site • Carry out specific improvements at the Clusters, Belper and at Cromford Canal | DVMP | Achieved 2002 (Appendix 18) |
| | | DCC,DC, LPAs | On-going |
| | | DCC,DC, LPAs, PCs & O | On-going |
| | | AVBC, DCC,DC, HLF, EH | On-going |
| Objective 7 : protect and enhance the character of parks and gardens, particularly those included in the English Heritage Register | <ul style="list-style-type: none"> • Encourage Derbyshire Historic Gardens Society to develop its local list of historic parks and gardens • Review status of Allestree Park | DVMP DHGS | On-going |
| | | DC | 2008 |
| Objective 8 : protect and enhance areas of landscape character within the site | <ul style="list-style-type: none"> • Finalise landscape character assessment for Derbyshire • Produce over-arching landscape management guidelines • Produce management guidelines and action plan for riverbank trees | DCC, LPAs DVMP with LPAs EA, DCC, NE, LTO, FC, DWT | Achieved 2003 Achieved 2005 2006-12 |
| Objective 9 : conserve and enhance biodiversity within the site | <ul style="list-style-type: none"> • Continue to promote targets and actions within the Lowland Derbyshire Local Biodiversity Action Plan • Continue to promote participation in the Environmental Stewardship Scheme and England Woodland Grants Scheme • Continue to seek appropriate agri environment HLS targets to benefit landscape and biodiversity features • Continue to promote other grant aid opportunities for biodiversity | DCC, NE, LPAs, EA, DWT, O & Partners NE, FC & O | On-going |
| | | DCC, LPAs, NE, Partners | On-going |
| | | DCC, | |

| | | | |
|--|--|---|---|
| | <p>enhancement such as those offered by Landfill taxes through SITA etc</p> <ul style="list-style-type: none"> • Monitor operation of hydropower sites • Integrate management requirements for cultural interests with nature conservation in a sustainable manner • Seek, where appropriate, protection and designation for sites which support priority biodiversity habitats and species | <p>LPAs, NE, Partners</p> <p>EA & O</p> <p>DCC, LPAs, NE, Partners</p> <p>NE, DWT, LPAs</p> | <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> |
| Objective 10 : ensure that effective measures are in place to deal with risks and hazards that may threaten the site | <ul style="list-style-type: none"> • Formulate 'Fire Action Plans' for key buildings within the site • Formulate 'Flood Action Plans' for key buildings within the site at risk of flooding • Establish ongoing programmes of evaluation to identify other risks to key structures within the site and to develop appropriate action plans | <p>O with DFR</p> <p>O with EA</p> <p>O with DVMP</p> | <p>2002-2011</p> <p>2002-2011</p> <p>ongoing</p> |

3.2 Public Awareness, Education and Research

3.2.1 Aim

To increase public awareness of, and interest in, the site; to realise its full potential as an education and learning resource; and to establish a co-ordinated research framework.

Public awareness has a crucial role to play in four important areas. It promotes care for the built and natural environments. It supports commitment for the allocation of finite resources. It helps sustain economic vitality and, by allowing people to experience a greater sense of engagement with the places in which they live, work and play, it improves quality of life.

One of the key annual activities to establish engagement and greater local understanding and pride in the Derwent Valley Mills World Heritage Site is the Discovery Days weekend. Established in 2005, the weekend involves large numbers of volunteers, organizations and arts groups providing over 30 one-off or rare opportunities for learning and entertainment not available during the rest of the year, many of them at no cost to the attendees. Originally a one-day event, but increased to two days in the second year, the Discovery Days are seen by the Partnership as a significant opportunity for raising public awareness and the profile of the World

Heritage Site, as well as cementing public perception of a single unified partnership within the Derwent valley.

A website, www.derwentvalleymills.org, was established in 2005, providing extensive information not only on the history of the World Heritage Site and its key figures, but also on what to see when visiting, World Heritage status, conservation information (including grant opportunities), news and events guide, games and puzzles. All the DVMWHS publications, including the education resource pack, teacher's directory, brand guide and all leaflets are available to download, making them available to a worldwide audience – people from over 60 different countries have used the site, with an average of 90 visiting each day. The quality and comprehensive nature of the website was acknowledged in 2005, when it was shortlisted for the POPCOMM Public Sector and Charity Website of the Year. Enhancement of the website continues as funding becomes available.

The World Heritage Site has an immense educational and cultural value, especially in relation to the Industrial Revolution. Whether at school, in further and higher education, or in later life, the site constitutes a vast store of knowledge and learning opportunities. World Heritage status brings unrivalled opportunities to broaden audiences and to widen understanding; opportunities to nurture and sustain traditional craft skills, for example, and to support and sustain the energy and commitment of voluntary groups.

A Research and Publications Panel advises the Partnership on such matters, and a charitable trust, the Derwent Valley Mills Educational Trust, has been created, providing a revolving fund to create support material for the work of the Partnership. Products provided by the Trust so far include the book 'The Derwent Valley Mills and their Communities' based on the nomination document submitted to UNESCO in 2001, and educational postcards. Planned activities for the future include a monograph on Darley Abbey and its mills, a souvenir guidebook for the DVMWHS and a teacher's resource pack. The revolving fund was initially funded by The Derbyshire, the University of Derby and in 2003-6 by the DDEP as part of its initial pump-primer funding for the DVMP in 2003-6. The Research and Publications Panel has carefully vetted all this material, and other work – such as the educational directory, first teacher's resource pack, walks leaflets, interpretation panels, website material and fact sheets for the media and local businesses.

The pleasures which can be enjoyed by exploring the World Heritage Site by railway are explained and promoted in a publication 'A Guide To What You Can See Along The Scenic Derwent Valley Line' published in May 2006. 21,000 copies of this leaflet were printed. It will be reprinted as required.

A World Heritage Site Guide to Belper has been produced that encourages the visitor to explore not just the North Mill Visitor Centre but also the 18th century mill workers' housing and the associated social infrastructure whilst also enjoying the use of the growing number of good quality cafes, bars, public houses, delicatessens and the popular monthly farmers market.

Ambergate has been identified as a strategic transportation node point, where the A610 route from the east meets the arterial A6. Car travelers have the opportunity to leave their cars here, either in the station car park or, if using the pub, in the Hurt Arms, and continue further north or south by public transport or along the Cromford Canal, on foot. A leaflet promoting Ambergate as a 'Gateway to World Heritage Walks along the Cromford Canal' first produced in 2004 has gone through seven reprints with a total of 66,000 copies distributed between 2004 and 2006. The publication provides bus and train timetables as well as information on places to eat and drink en route.

Historical and archaeological research is necessary to secure the effective, robust and sustainable management of the site and to safeguard authenticity. Well-targeted research needs to be carefully planned, programmed and prioritised. Archives of existing research require coordination. Some parts of the site merit further study and investigation in order to plug gaps in knowledge and understanding: Milford's industrial village provides one example. Other examples include the growth and development of the farms around Milford and Belper; and the history and archaeology of the Darley Abbey industrial settlement. The production of an archaeological research framework is being investigated with the involvement of Derbyshire County Council, English Heritage and Sheffield University. A brief for the creation of an archaeological framework and agenda has been produced.

The dissemination of research findings will extend beyond traditional print to ensure that the widest possible audiences are reached. Electronic media, film, promotional displays, exhibitions and workshops will also be considered. There will be an overriding emphasis on the accuracy of published information and on the quality of its design and presentation. An inclusive and creative approach to the presentation and interpretation of the World Heritage Site will be encouraged.

There are a number of public or charitable organizations that collect material which relates to the World Heritage Site. In order to facilitate liaison between them and in order to develop guidelines for acquisition, collection and disposal, a Collections Working Group has been set up under the aegis of the Derby Museums and Art Gallery.

An interpretation guide for the World Heritage Site was first published in June 2002 and updated and combined with the branding guide in March 2004. This guide emphasises the need for outdoor (fixed) interpretive boards to be used sparingly in order to ensure that the special character and visual amenity of the site is not eroded. Such boards should only be used where there is an identifiable need for interpretation, where the proposed site or location for the boards is already well used, and where no other interpretive medium is possible. Preference will always be given to interpretive media, activities and events which have no permanent physical impact upon the World Heritage Site and its setting. Such activities may include talks, guided walks or community events.

3.2.2 Strategy:

| Objectives | Actions | Agencies | Target Dates |
|---|---|--------------------|--------------------|
| Objective 11: co-ordinate information from all sources to provide a comprehensive site database | <ul style="list-style-type: none"> Establish a GIS database of currently available information about key heritage resources and other assets (including natural heritage and tourism facilities) within the site | DVMP | Partially achieved |
| | <ul style="list-style-type: none"> Identify gaps in information and instigate surveys where necessary | DVMP | On-going |
| | <ul style="list-style-type: none"> Make available to all potential users a guide to the site database | DVMP with LAM, LSL | On-going |

| | | | |
|--|--|---|---|
| Objective 12: encourage and promote further research into the historical, archaeological and other values of the site and its constituent elements | <ul style="list-style-type: none"> • Agree an Historical & Archaeological Research Framework and Agenda • Instigate research through voluntary bodies and research institutions • Harness the expertise and resources of further and higher educational institutions | <p>DVMP, EH, AS, U & O</p> <p>DVMP, AS & U</p> <p>DVMP & U</p> | <p>On-going</p> <p>On-going</p> <p>On-going</p> |
| Objective 13: encourage a cohesive strategy for the presentation and interpretation of the site | <ul style="list-style-type: none"> • Establish a Site Collections Working Group • Develop site-wide guidelines for presentation, communication and interpretation • Pursue museum development plans • Ensure nature conservation interests are integrated • Establish an archive of high-quality digital images for promotional purposes • Further develop the website to provide a comprehensive resource on the WHS and its management. | <p>DVMP & O</p> <p>DVMP & O</p> <p>LAMs & O</p> <p>DVMP</p> <p>DVMP</p> <p>DVMP</p> | <p>Achieved 2005</p> <p>2002-2003 On-going</p> <p>On-going</p> <p>Achieved 2002, updated 2005 Ongoing</p> |
| Objective 14: develop co-ordinated strategies for site publicity | <ul style="list-style-type: none"> • Produce summaries of the Nomination document and Management Plan • Produce an occasional Newsletter and site-wide leaflets • Encourage organisers of events within the site to encompass the world heritage theme • Ensure due emphasis is given to the natural environment, in addition to the built environment, in site publicity • Encourage and co-ordinate participation from all partners and key sites in the annual Discovery Days events | <p>DVMP</p> <p>DVMP</p> <p>DVMP & O</p> <p>DVMP</p> <p>DVMP</p> | <p>Achieved 2001</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> |
| Objective 15: develop mechanisms to facilitate access to the site and to unlock its full potential as an education and learning resource | <ul style="list-style-type: none"> • Establish and sustain liaison between education providers, advisers, heritage sites, museums and others to develop and exchange best practice, to explore joint initiatives and to promote the site in vocational training • Explore the provision of education resources for both schools and lifelong learning • Pursue the creation of an | <p>DVMP & LAM</p> <p>DVMP</p> <p>DVMP</p> | <p>Ongoing</p> <p>Ongoing</p> <p>Achieved</p> |

| | | | |
|--|--|------------|---------|
| | interactive website, linked to the Derbyshire and Peak District Destination Management System. | DVMP | Ongoing |
| | • Extend and enhance the educational resources within the website. | DVMP | Ongoing |
| | • Encourage arts and cultural projects involving local schools, community groups and others, which will provide material for the website which can help other educationalists | DVMP | Ongoing |
| | • Encourage the production of community guides, walking tours and other interpretation programmes which have a minimal physical impact upon the site and encourage use of public transport | DVMP & LSL | Ongoing |
| | • Encourage participation in regional, national and international education projects | DVMP | Ongoing |
| | • Develop an outreach programme to encourage and support the teaching of the DVMWHS story within the national curriculum | | |

3.3 Transportation

3.3.1 Aim

To develop an integrated and sustainable approach to meeting the transportation needs of the site.

The amenity of residents and the long-term conservation of the site demand traffic and transportation issues being treated as priorities.

There are good opportunities for better integration between transport modes within the site, and potential to encourage healthier and more sustainable travel through public transport, walking and cycling. Transportation is closely linked to tourism development; the potential for sustainable tourism in individual locations is dealt with in a later section, but action is needed to meet the needs of visitors from the region and abroad.

The two Local Transport Plans, prepared by Derbyshire County Council and Derby City Council, address priorities for action within known problem and opportunity areas. The protection of the site requires a more rigorous approach to the Derwent Valley to ensure that its conservation is taken into account in assigning priorities. Key transportation issues were examined as part of an integrated transport study for the World Heritage Site and actions identified as part of the emerging transportation strategy.

3.3.2 Derwent Valley Line Community Railway Development

The Derwent Valley Line between Derby and Matlock was designated as a Community Rail Service by the Department for Transport during July 2006. Designation followed a period of consultation by the Department for Transport with local stakeholders including a local stakeholder event to discuss designation of the Derwent Valley Line as a Community Railway.

The Service Designation is an official recognition of the local importance of the passenger service and gives more flexibility in terms of the way that the service and associated stations are managed. The designation also covers the following stations: Duffield, Belper, Ambergate, Whatstandwell, Cromford, Matlock Bath and Matlock. The Derwent Valley Rural Transport Partnership (DVRTP) are officially recognised as the Community Rail Partnership for the route and designation strengthens DVRTP's role in championing improvements on the line.

The East Midland franchise for a new rail operator in the region presents a number of opportunities for the Partnership, including the Adopt a Station scheme and the Cromford Station project.

3.3.3 Strategy

| Objectives | Actions | Agencies | Target Dates |
|--|---|--------------------|--------------------------------------|
| Objective 16: identify and review transportation problems and opportunities to develop an integrated, sustainable transportation strategy for the Site | <ul style="list-style-type: none"> Initiate an Integrated Transport Strategy for the Site Create a walking route along the Derwent Valley Heritage Way (Phase 1); pursue the creation of a multi-user route (Phase 2) | DCC, DC DVT | Study launched 2001 Phase 1: 2002 |
| Objective 17: investigate the potential for better transport integration within the site and buffer zone | <ul style="list-style-type: none"> Liaise with relevant bodies in development of Local Area Transportation Programmes. Establish liaison with the Derwent Valley Rural Transport Partnership | DVMP | 2002-2005 |

| | | | |
|--|--|-------------------|------|
| Objective 18: ensure that Local Transport Plans and the proposals of other transport providers take into account the conservation needs of the whole site. | <ul style="list-style-type: none"> Liaise with transportation teams in the two highways authorities | DCC, DC with DVMP | 2003 |
|--|--|-------------------|------|

3.4 Sustainable Tourism

3.4.1 Aim

To identify how present and possible future tourism within the site can be developed in an environmentally and economically sustainable way for the benefit of the local

| |
|----------|
| economy. |
|----------|

The East Midlands Development Agency (EMDA), in its Regional Economic Strategy sets out aspirations and visions for the region up to 2020. One of its aims is “To protect and enhance the Region’s environment through sustainable economic growth.”

East Midlands Tourism, in its 2004-2005 Annual Review identified the development of the “World Heritage Corridor in Derbyshire” as a “Cornerstone Project..., for which East Midlands Tourism supports investment.”

The Derwent Valley Heritage Corridor stretches from the confluence of the River Derwent and the River Trent in the south to its sources in the Pennine Hills of the Peak District National Park in the north. This is a marketing concept produced by The Derwent Valley Trust, which brings together local authority and other interests in promoting the Heritage Corridor as a tourism destination and in encouraging sustainable means of access to it. The Trust was responsible for the creation of ‘The Derwent Valley Heritage Way’, a long distance footpath running the full length of the river valley, which opened in 2003. The Heritage Way is interpreted via a guide book published by Jarrolds. The route is ‘waymarked’ with discrete signs and is well used.

In 2005, a Destination Management Partnership (DMP) for the Peak District and Derbyshire was created to provide a more ‘joined-up’ approach to marketing the tourism offer for the sub-region. Previously, each authority within Derbyshire had its own tourism officers, each promoting their own district. The DMP is designed to provide the greatest possible benefit to the Peak District and Derbyshire tourism product from the funding and staff available

The infrastructure to service the needs of tourists and visitors is a long way from being adequately in place in some parts of the World Heritage Site. In the north, around Matlock Bath, the tourist culture is long established and a full range of facilities is available. These include car parks, sources of information, public lavatories and gift and teashops that open seven days a week. Further south, in Belper, Milford and Darley Abbey, this tradition is unknown and aspects of the basic infrastructure are missing, as is the ‘seven day a week’ culture and the perception of tourism as a potentially viable economic investment.

Potential economic benefits of tourism for the Derwent Valley communities are considerable but the development will have to be managed both to put in place the appropriate infrastructure and to ensure the growth of tourism does not damage the site’s natural and built environment, compromise its conservation or undermine the amenity of residents. The DVMP is committed to a balanced and sustainable approach to cultural tourism development.

Each visitor attraction needs an assessment of environmental capacity and sustainability, not merely for the attraction itself but also in terms of the impact on car parking and road use.

Public consultation has already highlighted particular concerns of residents about possible loss of privacy, congestion, and erosion of the ‘spirit of the place’ – the reason many people chose to live and invest in the Derwent Valley. Other priorities include:

- The need to reduce seasonality and to manage visitor flows;
- The need to encourage visitors to use sustainable forms of transport;
- The need to assist the principal providers and promoters of tourism to realise the full potential of their businesses in a way which ensures high quality, sustainable experiences for visitors and residents alike;

- The need to provide information, of consistent high quality, to optimise visitors' and residents' understanding of the significance of the site and the necessity for its protection and conservation;
- The need to ensure cultural tourism programmes bring real benefits to local communities, either through enhanced business performance, education and training initiatives, or through the creation of new employment opportunities.

While the intention of the Management Plan is to assist in the promotion of a valuable tourism resource, this objective will be pursued in a manner which achieves a balance between tourism, site capacity, residents' amenities, transportation and, most importantly, the protection and conservation of the site.

3.4.2 Strategy :

| Objectives | Actions | Agencies | Target dates |
|--|---|---|--|
| Objective 19: assess the capacity of individual locations within the site to absorb tourism and derive a sustainable tourism strategy which benefits the local economy | <ul style="list-style-type: none"> • Ensure site capacity assessments are produced at Masson, Cromford, Belper and Darley Abbey Mills • Establish liaison with tourism groups on capacity study results • Ensure provision of essential infrastructure (first phase) • Provide information and support for local shops, tourism providers and potential investors | DVMP & O DVMP with DMP DVMP PC/TC DVMP | 2003 2003-2005 2002-2005 2000-2003 |
| Objective 20: encourage individual visitor attractions to adopt the principles of the Management Plan in their individual strategies | <ul style="list-style-type: none"> • Negotiate with site owners | DVMP & O | On-going |
| Objective 21: develop an integrated marketing strategy for the site which takes account of the critical balance between conservation and tourism | <ul style="list-style-type: none"> • Establish Tourism, Arts and Heritage Sites (TAHS) Panel • Produce a marketing strategy | DVMP with LAMs DVMP with DMP | Achieved 2001 Achieved 2003 (with updating ongoing) |
| Objective 22: ensure integration of strategies for tourism within the site with wider strategies pursued by local, county-wide and regional agencies | <ul style="list-style-type: none"> • Establish liaison between TAHS Panel, the Peak District and Derbyshire Destination management Partnership, East Midlands Tourism, Derbyshire Tourism Forum and local groups | DVMP with DMP, EMT and DVT | 2002-2003 |

3.5 Co-ordination, Monitoring and Consultation

3.5.1 Aim

To provide a common framework in which owners, occupiers, residents, public and voluntary agencies can pursue individual and partnership action plans; and to establish lasting mechanisms for monitoring, co-ordination and consultation.

Consultation carried out prior to inscription of the site on the World Heritage List highlighted the value of public involvement in securing a commitment to the heritage of the Derwent Valley. The consultation report at Appendix 12 shows that over 75% of respondents placed “safeguarding the heritage” as their top priority.

Consultation has also demonstrated that property owners and occupiers take a keen interest in their local environment and expect the authorities to provide a framework within which they can make their own plans while taking action to overcome pressures, such as traffic and parking. It is vital that the impetus established through consultation with residents and businesses is allowed to continue, and used as a positive driving force for conservation and enhancement in the future.

To this end, the Management Plan seeks to provide a framework to guide actions by individuals, businesses, local authorities, voluntary agencies and others, together with a means for monitoring those actions.

The production of an annual newsletter is an important mechanism whereby the 45,000 or so residents who live within the Site and its buffer zone are kept in touch with developments. The web site is another important medium which facilitates this. But there is no substitute for face to face two way interaction and the Site Coordinator holds occasional meetings with the parish and town councils who represent residents, and with community groups.

Provision for consultation with site owners, parish/town councils and other was written into the brief for the Transportation Study carried out by Scott Wilson in 2003 and following publication of the Economic Development Plan in Dec 2005 a programme of consultation with the district/borough/town and parish councils was put in place.

The annual Discovery Days, established in 2004, is another opportunity for residents to discover more about management of the Site and to actively engage with it.

Engagement of the business community with management of the site is facilitated through an Industry and Commerce Forum. The setting up of the Forum was facilitated through the good offices of Brian Ashby of Norseman Holdings, who accepted the invitation from EMDA to become the Site’s ‘Business Champion’ in 2002. The Forum, which is made up of influential business leaders from a number of diverse fields, rarely meets as a group but each member is committed to assisting management of the Site. Details of membership of the Forum is given in Appendix 16

3.5.2 : Strategy :

| Objectives | Actions | Agencies | Target Dates |
|--|--|----------|--|
| Objective 23: formalise arrangements for the continuing management of the site | <ul style="list-style-type: none"> Establish constitution of the Management Panel, Technical Panel and Liaison Panels which form the Derwent Valley Mills Partnership Secure sustainable funding and | DVMP | Achieved 2000; Industry & Commerce Forum established 2003 Officer |

| | | | |
|--|---|------------------------------|--|
| | appointment of a Derwent Valley Mills World Heritage Site Coordinator | DVMP | appointed 2001. Post made permanent 2006 |
| Objective 24: instigate a continuing programme of consultation and public involvement | <ul style="list-style-type: none"> • Prepare a consultation programme • Implement the programme and monitor results • Establish Industry and Commerce liaison panel to ensure economic development interests are involved in the plan | DVMP DVMP DVMP | Initiated 2002 Ongoing Terms of reference for Industry and Commerce Forum agreed 2005 |
| Objective 25: Develop a policy for acquiring and maintaining collections which support, enhance and help interpret the outstanding universal value of the World Heritage Site. | <ul style="list-style-type: none"> • Establish which collections hold material relating to the World Heritage Site and which enhance the telling of its story • Prepare collections policy • Implement the policy | DVMP DVMP DVMP | Initiated 2006 2006 On-going from 2006 |
| Objective 26: establish a monitoring regime which informs priorities in the long-term | <ul style="list-style-type: none"> • Develop key indicators for monitoring the site which align with those used by UNESCO in its periodic monitoring regime. • Produce and disseminate an annual monitoring report • Ensure ongoing programmes of evaluation to assess the progressive impacts of tourism activities and development. • Review and update the plan at regular intervals | DVMP DVMP DVMP | Achieved 2001; further development in 2003 and 2006 Annual reports published each year On-going First major review began in 2005. Major revision published 2007 |

PART FOUR: SITE MANAGEMENT ACTION PLAN

4.1 Introduction

The management objectives and strategies are being achieved through the implementation of a range of actions, carried out by a number of agencies and owners either collectively or individually. All the actions are based on the Management Plan's overall mission and fall under one or more of the seven specific aims and twenty-five objectives.

Part 4 contains a range of actions as a Site Management Action Plan, arranged in accordance with the objectives and strategies identified in Part 3. There are a number of on-going actions agreed by the various agencies as part of their normal responsibilities and a small number of specific projects, listed in panels within the text, which are achievable in the short-term.

The Site Management Action Plan is subject to regular review and therefore is not a definitive list. It is expected that further actions will emerge as the Management Plan is reviewed periodically. The Management Plan will become the focus of the Derwent Valley Mills Partnership in managing the World Heritage Site.

4.2 Management Guidelines and Monitoring, and Conservation and Maintenance of

the Cultural Heritage

4.2.1 Statutory Development Plans

Any review of statutory plans needs to be set in the context of the emerging Regional Spatial Planning Guidance and the sub-areas identified within it; the current regional planning guidance specifically supports World Heritage Sites. In reviewing their respective development plans, the five planning authorities, Derbyshire County Council, Derby City Council, Derbyshire Dales District Council, Amber Valley Borough Council and Erewash Borough Council, will identify appropriate policies and proposals that will strengthen the protection and enhancement of the cultural landscape of the Derwent Valley Mills site and encourage sustainable development. The Derby and Derbyshire Joint Structure Plan, adopted in January 2001, includes a policy for development that may affect a World Heritage Site. This is reproduced at Appendix 2. (After September 2007 the Joint Structure Plan will be replaced by a Regional Plan and by local development frameworks.)

Arising from further work by the local planning authorities, particularly conservation area appraisals, supplementary planning guidance will be prepared by the local authorities as they see fit, to provide detailed guidance to investors and owners in protecting and enhancing cultural property. Such work will be on-going, as will the review by the strategic and local planning authorities of policies within local development frameworks. The production of local development frameworks are at various stages of preparation and are subject to statutory consultation procedures. It is not therefore possible to set a single target date.

4.2.2 Monitoring Development Control Decisions

A consultation procedure for significant development proposals affecting the site has been put in place. Each respective local planning authority has agreed to refer those development proposals which it considers have a substantial impact upon the World Heritage Site, or its setting, to English Heritage, Natural England and ICOMOS UK. The consultation procedure recognises that some major developments may need to be referred via English Heritage to DCMS and then to the UNESCO World Heritage Committee.

4.2.3 Sites and Monuments Record

The Sites and Monuments Record (SMR) for Derbyshire is constantly developing. Records are added and amended as information becomes available. Where it is considered desirable funding packages are sought for specific enhancement programmes. The future enhancement of the SMR for land within the site will address aspects that are inadequately covered in the current record. Attention will be focussed upon three topics directly relevant to the industrial heritage: urban areas, industrial structures and transportation. Enhancement of the record will concentrate on increasing the breadth of information held for these topics whilst the level of detail for existing records will be increased.

4.2.4 Statutory and Local Lists of Buildings of Special Architectural or Historic Interest

The Secretary of State at the Department for Culture Media and Sport (DCMS) is currently responsible for compiling the statutory lists of buildings of special architectural or historic interest. Since 1 April 2005 English Heritage has been responsible for the administration of the listing system and provides expert advice to the Secretary of State on which buildings meet the criteria for listing. English Heritage considers specific requests for new listings, revisions or de-listings. It is not now English Heritage policy to carry out geographical surveys.

The statutory lists covering the World Heritage Site were last amended as follows;

| Statutory List | Date | Amendment | Date | District | |
|---|------|-----------|------|----------|-------|
| Matlock (Urban District of Matlock including Cromford & Matlock Bath) | 47th | 09/08/06 | 40th | 31/10/99 | DDDC |
| Crich, Dethick, Lea & Holloway | 40th | 14/08/85 | 4th | 07/04/89 | AVBC |
| Alderwasley | 45th | 10/03/86 | 3rd | 16/03/98 | AVBC |
| Ripley | 47th | 25/05/88 | 1st | 09/12/88 | AVBC |
| Belper | 18th | 13/12/79 | 6th | 26/01/99 | AVBC |
| Duffield | 44th | 24/01/86 | 3rd | 14/06/95 | AVBC |
| Little Eaton, Breadsall | 23rd | 06/11/86 | 3rd | 07/03/95 | EBC |
| City of Derby (including Darley Abbey) | 11th | 24/02/77 | 58th | 09/12/05 | Derby |

The table highlights the fact that the Statutory List for the parish of Matlock (which includes Matlock Bath and Cromford) has had no major revisions since the early 1970s, and Derby not since the late 1970s. Accordingly those authorities which have non-statutory local lists within the Site need to review them, as a basis to alert local authorities to the implications of development and, in extreme cases, to the need for Building Preservation Notices. A comprehensive review of the Statutory List for Darley Abbey Mills and settlement was published in May 2002, when some of the mill buildings were upgraded to grade 1.

The need for updating the statutory list remains a major challenge. To some extent the use of non-statutory lists can assist management of the historic buildings within the site, within the available resources, but in the longer term comprehensive revision of the statutory lists, particularly the 1970s lists, must remain an important objective.

4.2.5 Conservation Area Boundary Reviews, Appraisals and Article 4 Directions

The boundaries of conservation areas are reviewed by the local authorities in the light of current research. There are 12 designated conservation areas wholly or partly within the site. Re-assessment of the boundaries either has been, is being, or will be, undertaken to achieve consistency with the World Heritage nomination but it is not a priority for areas where an appraisal has recently been completed. Where a conservation area appraisal is in progress or programmed it should automatically include a review of the boundary.

Several conservation area appraisals are proposed. The conservation area appraisal will define and justify the designation of the conservation area in a written appraisal of its character and appearance. Regard will be paid to any contribution the area may make to the Outstanding Universal Value (OUV) of the World Heritage Site. It will also inform preparation of Supplementary Planning Documents (SPD) and townscape enhancement programmes for the areas in question. The following conservation area appraisals are proposed:

| | |
|--|--|
| Alderwasley | 2007) |
| Whatstandwell | Dethick, Lea and Holloway |
| Belper and Milford (due for publication in | Duffield, Duffield Bank and Eaton Bank |

Darley Abbey (due for publication in 2007)
Strutt's Park

Little Chester
Derby City Centre

Some conservation areas have Directions in place under Article 4 of the General Permitted Development Order 1995; these are only introduced where the local planning authority considers such restriction of normally permitted development to be appropriate. From time to time existing Article 4 Directions are reviewed, and it would be appropriate to introduce the World Heritage Site as a factor in those reviews.

4.2.6 Conservation Management Plans

The preparation of conservation plans for key properties assists in guiding their ongoing use.

- A conservation plan has been produced by the Arkwright Society for Cromford Mill and is due to be published in 2007.
- A conservation management plan for Cromford Canal, carried out for Derbyshire County Council, is due to be published in 2007.
- A condition survey and conservation statement for Belper North Mill, produced for AVBC was published in 2003. Also a feasibility study for the Belper and Milford Mill sites, carried out for AVBC, was published in 2003.
- A conservation management plan for the terraced housing at Milford is being produced by Rodney Melville and Partners for Amber Valley Borough Council and is due to be published in December 2006.
- A conservation plan may be prepared as part of bids for HLF funding for Derby Silk Mill.

The partnership and the individual local authorities will work closely with individual owners of key properties to encourage them to consider the creation of conservation plans and to assist in their development.

4.2.7 Monitoring the Condition of Scheduled Ancient Monuments

The condition of Scheduled Ancient Monuments including those within the site is monitored through periodic visits conducted by an English Heritage Field Monument Warden. The frequency with which each site can be visited is currently under review. Visits can be tailored to those sites under threat. The proposed schedule of visits is discussed in advance with local curators.

Within the site, none of the Scheduled Ancient Monuments is currently included on the English Heritage Buildings at Risk Register.

4.2.8 Buildings at Risk Surveys, Repairs, Condition Surveys and Conservation Works

The owners of principal buildings are encouraged to undertake regular condition surveys.. The local planning authorities, in partnership with the Derbyshire Historic Buildings Trust, regularly review the Derbyshire Buildings at Risk Register. A complete list of buildings at risk can be found in the appendix, but the Technical Panel has identified as priorities buildings listed as Grade I or II* in the Statutory List, and buildings where there is an immediate risk yet no agreed solution for future repair and use. For some of the latter, solutions have been proposed but await implementation.

There are 27 buildings at risk within the Site of which 6 are in the highest risk category 1. Action plans for 11 buildings at risk requiring immediate attention are provided below. There is also a

need for a thorough assessment of condition at Darley Abbey Mills, though only a small part is at immediate risk.

ACTION: BUILDING AT RISK

**7 The Hill and outbuilding, Cromford
Listed Grade II : Risk Category 4**

The property, which is partially occupied, forms part of a three-storey terrace. It accommodates a traditional butcher's shop at ground floor level, while the upper two floors were, at the time of inscription, disused and semi-derelict. With the assistance of a 60% grant (£15,899) from the Cromford HERS scheme, work was carried out in 2004 to replace the timbers of the defective roof structure, slate roof covering and rainwater goods. The severely perished stone ridge stack was also restored to its traditional appearance. Additionally, the defective structural timbers and timber boarding to the two suspended floors were replaced and treated. The progressive structural movement in the masonry construction was stabilised by tying the front and rear walls to the party walls. Internal alterations to create self contained residential accommodation will be carried out as a later phase. The risk grade has been reduced from 1 to 4 and once the internal works are complete it may be removed from the BAR Register.

Repairs and reinstatement works to the attached former bakehouse immediately behind the butcher's shop were carried out in 2006 at a cost of £34,500 with grant assistance of £23,041 from the Cromford Heritage Economic Regeneration grant scheme. The building has planning permission for use as a holiday let.

A detached washhouse and other buildings including pig cotes in the adjacent yard known as Swift's Hollow, enclosed by the properties at the rear of The Hill are in the same ownership and remain in need of repair and some form of economically viable use. The buildings provide an important backdrop to the Bear Pit structure, which is an integral part of the watercourses associated with the mills. It is important that the gritty character of this yard is not lost through undue prettification.

ACTION BY : THE OWNER IN CO-OPERATION WITH THE HERS GRANT COMMITTEE, 2007/2010

ACTION: BUILDING AT RISK

**Cromford Mill, Building No 1
Listed Grade I : Risk Category 4**

The Building is the annexe to the great second mill of 1776 which is believed to have been built c.1790. In 1890 fire destroyed the second mill but the annexe survived with the loss of part of one wing. Adaptation for use in the twentieth century as a laundry and subsequently as part of Cromford Colour Works, resulted in the removal of the first and third floors.

Work during the last months of 2001 and the first quarter of 2002 included the replacement of the first and the third floor and the reinstatement of windows and doors throughout the building. Once full repair work is complete the building will house work rooms and catering facilities for visiting school parties and exhibition space.

The works which are in hand have been funded by EMDA and the Heritage Lottery Fund.

ACTION BY : ARKWRIGHT SOCIETY IN CO-OPERATION WITH THE LOCAL AUTHORITIES, ESTIMATED COST £750,000

ACTION: BUILDING AT RISK

**Cromford Mill, Building No 17
Listed Grade I : Risk Category 4**

This large stone building of five storeys is believed to have functioned as a mill and as a warehouse. It was built between 1785 and 1790 and is the largest and most imposing building within the Cromford Mill complex.

Work is currently in hand to complete restoration of the shell of the building, including the reinstatement of all the windows and doors, and the staircase within the apsidal end of the building.

Plans and full costings have been prepared by the Arkwright Society which includes the creation of interpretation space for visitors to Cromford Mill and to the World Heritage Site generally, office space and a small history and muniment room.

An application has been made to the Heritage Lottery Fund to part fund the cost of this work.

ACTION BY : ARKWRIGHT SOCIETY IN CO-OPERATION WITH THE LOCAL AUTHORITIES, ESTIMATED COST £1,305,000

ACTION: BUILDING AT RISK

**Cromford Mill, Building No 18 (The Upper Mill)
Listed Grade I : Risk Category 1**

Sir Richard Arkwright's first Cromford Mill was begun in 1771 and extended c.1786. The building was badly damaged by fire in 1929 losing two of its original five storeys.

Plans and full costings have been prepared by the Arkwright Society following the completion of a full archaeological investigation of the building. The schedule of work will include the repair and refurbishment of the existing structure, the replacement of the two storeys lost in 1929 and complete internal refurbishment.

The building will be used to house exhibitions, and will include space for temporary exhibitions. The exhibition will include a complete range of working replica Arkwright machinery and a replica water wheel.

ACTION BY : ARKWRIGHT SOCIETY IN CO-OPERATION WITH THE LOCAL AUTHORITIES

ACTION: REPAIR WORKS**Cromford Mill Aqueduct
Listed Grade I**

In 1821, a cast iron aqueduct was installed to carry the water which powered the first mill at Cromford, replacing an earlier wooden structure. The aqueduct was refurbished by the Arkwright Society in 1986 using funds from English Heritage, Derbyshire County Council and Derbyshire Dales District Council.

In November 2002 a lorry drove into the aqueduct, smashing most of the cast iron and damaging the stone and brick piers. The vehicle owner's insurers have agreed to meet costs of restoration, which are likely to be considerable. A restoration scheme, prepared by Arup, was submitted for planning permission and listed building consent in August 2006. The delay has been caused largely as a result of the complexity of the technical challenges which have to be overcome before this most important historic industrial monument can be reinstated.

ACTION BY: ARKWRIGHT SOCIETY AND OTHERS 2007. ESTIMATED COST £800,000

ACTION: BUILDING AT RISK**Aqueduct Cottage (Lengthman's Cottage) Lea
Listed Grade II : Risk Category 1**

A cottage built to accommodate canal workmen serving the Cromford Canal. It is now in an advanced state of decay having been empty for many years.

The lack of any services and lack of access make it unlikely that any attempt to refurbish the site for residential use will succeed.

Negotiations are in hand for the Arkwright Society to acquire the cottage with the intention of stabilising the structure in its present form and interpreting the site.

ACTION BY: ARKWRIGHT SOCIETY IN CO-OPERATION WITH THE LOCAL AUTHORITIES, 2006/7

ACTION: BUILDING AT RISK**Cromford Railway Station Down Line (West) Platform Building
Listed Grade II : Risk Category 3**

The station offices and waiting rooms building of 1874 was part of a series of railway line improvements undertaken when the Midland Railway took full control of the Ambergate to Rowsley Line.

Lying disused and deteriorating in condition for many years it presents a poor advertisement for the World Heritage Site. The Arkwright Society, on behalf of the DVMWHS Partnership, has produced a scheme for its restoration and conversion to offices and World Heritage Site

'Portal'. The visitor by train will be able to experience the building much as it looked in the 1870s and obtain information and guidance on what to see in Cromford and elsewhere in the World Heritage Site.

The Railways Heritage Trust has offered a grant of £120,000 towards the project.

ACTION BY: ARKWRIGHT SOCIETY 2006-2007.
ESTIMATED COST: £262,755

ACTION: BUILDING AT RISK

**Cromford Railway Station Up Line (East) Platform Building
Listed Grade II: Risk Category 3**

The waiting room, office and stores building on the up line dates from 1860 and is probably designed by G H Stokes, who designed the French chateaux style station masters house above and behind the platform building.

It is in the same ownership as the house and can only be accessed via the railway bridge which also gives access to the house. In 2004 planning permission and listed building consent was given for conversion of the platform building to a holiday home.

ACTION: OWNER

ACTION: BUILDING AT RISK

**Lea Bridge Cottages, Lea
Listed Grade II : Risk Category 1**

Built by Peter Nightingale in 1783 to house workers for his cotton mill, these cottages have been unoccupied for over thirty years.

The site first developed by Peter Nightingale is currently owned by John Smedley Limited, the only Derwent Valley eighteenth century textile site still in textile production.

The company has undertaken temporary measures in an attempt to make them secure, wind and weather-tight and is discussing with the local planning authorities a comprehensive site development project which includes proposals for the repair and rehabilitation of the cottages as dwellings.

ACTION BY: JOHN SMEDLEY LTD/DERBYSHIRE DALES DISTRICT COUNCIL / AMBER VALLEY BOROUGH COUNCIL

ACTION: BUILDING AT RISK

**Footbridge over Railway Line at Whatstandwell Station
Unlisted**

Cast and wrought iron pedestrian footbridge by Andrew Handyside & Co 1894.

In a poor condition with extensive rust and loss of original wrought iron details.
Possibility of Derbyshire County Council taking over ownership from Network Rail to secure continuation of footpath link between Whatstandwell Station, Cromford Canal, the A6 and Main Road, Whatstandwell village - Crich (public footpath42)

ACTION BY: DERBYSHIRE COUNTY COUNCIL

ACTION: BUILDING AT RISK

**North Mill, Footbridge and Weirs, Belper
Listed Grade I , II* and II : Risk Category 4, 3 and 4A respectively**

The North Mill, Footbridge and Horseshoe Weir are the principal remnants of the great Strutt Mill complex in Belper. The North Mill is the second oldest surviving cast iron framed structure in the world and The Horseshoe Weir is among the most outstanding eighteenth century Monuments.

Adam Bench, conservation architect, produced for Amber Valley Borough Council a report on the condition of the North Mill and the footbridge in 2003. It identified in particular serious defects with the roof and the basement. The need for urgent works of repair to this critically important building is considered to be a top priority by the World Heritage Site Partnership.

A condition survey of the weirs was carried out for AVBC and Derbyshire County Council (DCC) by DCC consulting engineers, in 2003. It identified the need for remedial repairs in the near future if the structures are not to suffer incremental destruction from water scouring.

A feasibility study into potential uses for the mill complex was carried out for Amber Valley Borough Council and the then owners, Godkin Holdings, by Turley Associates (with Purcell , Miller Tritton Architects) The study was completed in 2005.

In 2003 The North Mill, together with the East Mill, the Weirs and the Hydro Electric Plant, changed hands, from Godkin Holdings to a Lancashire based company Britannic Business Parks Ltd (now trading as First Investments Ltd) Their agents have indicated an intention to initiate repairs to the roof as part of a scheme for the further conversion of the Mill buildings but no scheme has been submitted for planning permission to date. The need for the repair of the Mill roof remains an urgent priority.

ACTION BY: OWNER / AMBER VALLEY BOROUGH COUNCIL

ACTION: BUILDING AT RISK

**Former Congregational Church, Belper
Listed Grade II : Risk Category 4**

At the time of inscription this building had been vacant over ten years and the condition of the

roof was very poor. Vandalism had occurred and to prevent further damage the windows had been boarded up.

In order to consider potential viable uses, and to investigate repair costs, a sum of £6,000 was made available by the Belper CAP scheme for a condition and feasibility study into options for re-use. Adam Bench, conservation architect, carried out the study in 2002/3. It revealed that the building had been designed by a renowned Lancashire mill architect George Woodhouse. The study indicated that there was no use to which the building could be put to which would justify, in market terms, the considerable repair costs.

The building was identified as a target property in a bid to the Heritage Lottery Fund for a THI scheme £186,000 was allocated for grant aid in the THI Action Plan . During 2006 the shell of the building was made sound, at a cost of £451,000 and the owner is currently carrying out internal works to allow it to become his family home .Its risk grade has been reduced from 1 to 4 and once the project is complete the building can be removed from the BAR Register entirely

ACTION BY :OWNER / THI GRANT COMMITTEE

ACTION: BUILDING AT RISK

Dalley Farm and Outbuildings, Belper Listed Grade II* : Risk Category 3

This is the best surviving example of a Strutt farm, but much of it is no longer required for agricultural purposes. The north wing of the farmhouse and the farm outbuildings were first added to the English Heritage Buildings at Risk List in 2000. Since then some repairs have been carried out but six separate entries for Dalley Farm were included in the 2006 English Heritage Register of Buildings at Risk; 1 the east and south boundary walls to the eastern farmyard. 2 the north-eastern range of farm buildings. 3 the north wing of the farm house. 4 the western range of the west farmyard, 5 the north ranges of the east and west farmyards. 6 the stable range and carriage entrance dividing the two farmyards.

Discussions are taking place with the owners in an attempt to find suitable new uses for these buildings. Subject to a suitable scheme being agreed which fully respects the internal and external character and appearance of the buildings, English Heritage has indicated that urgent high-level structural repairs are likely to be eligible for grant aid.

ACTION BY : OWNERS / AMBER VALLEY BOROUGH COUNCIL / ENGLISH HERITAGE

ACTION: CONSERVATION WORKS

Stephenson's Railway Cutting, Belper Listed Grade II

The railway passes through Belper in a mile-long cutting lined with fine rusticated masonry containing bull nosed band courses. A series of bridges reconnect the roads which the cutting bisected. All these structures were built by the Stephensons. In 1979 they were added to the Statutory List, Grade II.

Despite being built to a very high standard, these historic structures along the line are suffering serious damage caused by the roots of buddleia and other plants growing unchecked for over ten years.

Network Rail has said the work to remove vegetation from the cutting and bridges will be carried out as part of their 2007/8 business plan.

ACTION BY : NETWORK RAIL

ACTION: BUILDING AT RISK

Foreman's Cottage, Darley Abbey Mills

The foreman's cottage lies to the north of the road which divides the Boar's Head Mill site. The cottage is believed to have been in existence by the early 1790s and may have been part of the first phase of the Evans' development of the Darley Abbey Mills. A condition survey and initial overview was completed in June 2000. The investigation of this building formed part of the site investigation and documentary research undertaken by English Heritage referred to in section 4.3 of this Management Plan.

The following actions form part of Derby City Council's ten year action plan for 2007-2016:

- Detailed site and structural survey
- Investigation of uses
- Investigation of grant/partnership funding
- Promotion of scheme, restoration and re-use

ACTION BY : DERBY CITY COUNCIL IN CO-OPERATION WITH THE OWNERS

ACTION: BUILDING AT RISK (Completed)

The Fishing Lodge, Mill Road, Cromford Listed Grade II : Risk Category 3

This small structure, which is used by the Cromford Fly Fishing Club, has previously received an offer of funding through the Cromford Conservation Area Partnership Scheme to assist with the repair and replacement of decayed masonry to the external leaf of the chimney flue. The completion of this work has had to be deferred until replacement stone offering a better match to the original was available from the local Birchover Quarry. A source of stone from further afield, at Hollington, just over the county boundary in Staffordshire, has been found that will match the colour of the original.

A new offer of grant, to the value of £4,131, was made from the Derwent Valley Heritage Economic Regeneration partnership scheme to the Fishing Club and work completed, in Autumn 2006.

The stone slate roof may also require some repair work in the near future, although there are currently no reports of water ingress.

ACTION BY: DERBYSHIRE DALES DISTRICT COUNCIL AND DERBYSHIRE COUNTY COUNCIL IN CO-OPERATION WITH THE OWNERS, 2003.

ACTION: CONSERVATION WORKS (Completed)

**Church of St Mary, Cromford
Listed Grade B**

Roof repairs, including eradication of dry rot to chancel and nave, plating of truss ends, re-covering of the nave, vestry and porch roofs was completed September 1996 and partial re-plastering of the nave and chancel walls following eradication of the dry rot.

Upgrading works to the rainwater disposal system were completed in November 2000.

Following this, a programme of technical research into the proposed method of conservation of the wall paintings was undertaken, including cleaning and stabilisation tests, pigment and media analysis, assessment of reconstruction and the production of a report.

A period of environmental monitoring was undertaken, before conservation and restoration work on the wall paintings between January and April 2002 at a cost of £130,000.

Outstanding actions include the publication of an interpretive booklet for the wall paintings, for which funding has been identified, and the installation of a sensitive scheme for lighting the wall paintings.

ACTION BY: DERBYSHIRE COUNTY COUNCIL IN CO-OPERATION WITH THE ARKWRIGHT SOCIETY, THE PAROCHIAL CHURCH COUNCIL AND THE CROMFORD CHURCH RESTORATION COMMITTEE – 2002.

Condition surveys will ultimately be needed for a number of buildings within the site, but there are two priorities for the immediate future: North Mill, Belper and Boar's Head Mills, Darley Abbey.

ACTION: CONDITION SURVEY (Completed)

Condition survey of North Mill, Belper

A consultant has recently produced a report on the condition of North Mill and the pedestrian footbridge over the road (including its linked building).

The report includes an itemised schedule of the repairs needed to both buildings in a scale of need, from the most urgent to the least urgent. The schedule has been written in the form of a specification which has been priced by a Quantity Surveyor. Each structure has been treated separately.

The report is accompanied by plans and detailed measured drawings. It identifies structural problems arising from alterations to the original structure. It assesses proposals for remedial works and makes costed recommendations for reinstatement and/or repair work (see Action 7 – Building at Risk)

| |
|--|
| ACTION BY : NORTH MILL TRUST AND AMBER VALLEY BOROUGH COUNCIL, 2002, ESTIMATED COST £20,150 |
|--|

| |
|---------------------------------|
| ACTION: CONDITION SURVEY |
|---------------------------------|

| |
|--|
| Condition survey of Boar's Head Mills, Darley Abbey |
|--|

| |
|---|
| Derby City Council completed in June 2000 an initial overview survey of the condition of the buildings, with the aim of establishing in general terms the extent of the works and scale of costs involved in: |
|---|

- | |
|---|
| <ul style="list-style-type: none"> • Enabling the re-use of disused parts of the buildings; • Repairing the buildings; • Restoring fabric and architectural detail where appropriate and reasonably practical. |
|---|

| |
|--|
| This overview was supplemented by the further study undertaken in 2005 by Consultants engaged under the Derwent Valley Mills HERS project. Following publication of the draft English Heritage investigation report, detailed discussions with the owners of their mill complex are to be undertaken towards a comprehensive conservation/development plan for the entire mill complex, including potential grant aid partnership funding sources, in accordance with the 10 year action plan of the Derby City Council. |
|--|

| |
|-------------------------------|
| ACTION BY: DERBY CITY COUNCIL |
|-------------------------------|

4.2.9 Specialist Conservation Local Authority Staff

For a World Heritage Site which has within it over 800 listed buildings and 13 conservation areas an appropriate level of management depends heavily upon the local authorities employing suitably expert conservation staff. Derby City Council, Amber Valley Borough Council, Erewash Borough Council and Derbyshire Dales District Council all employ expert conservation officers and Derbyshire County Council employs a team of environmental specialists, including a historic buildings architect, an urban designer and an ecologist, all of whom contribute to management of the Site. It is within this team that the World Heritage Site Coordinator is based. The team leader chairs the World Heritage Site Technical Panel and is the line manager of the Coordinator.

4.2.11 Environmental Enhancements

Based on conservation area appraisals and other studies, a number of proposals have emerged to enhance the outstanding universal character of the World Heritage Site. These schemes include a wide range of detailed proposals such as housing and building repair schemes, traffic management measures and the reinstatement of traditional paving. Further schemes will be proposed as the relevant conservation area appraisals and studies are undertaken.

| |
|--|
| ACTION: ENVIRONMENTAL ENHANCEMENT |
|--|

| |
|--|
| Cromford Paving restoration and enhancement |
|--|

North Street: Although North Street has at present a largely modern tarmacadam surface, research based on historic photographs and archaeological investigation has revealed the original pattern of the floorscape, fragments of which survive. The proposal is to reinstate the original pattern of the floorscape but with some modification to take into account modern needs and pattern of uses.

Market Place and Hill: The carriageway and footways to the Market Place and The Hill are, essentially, of modern construction. The carriageway has to carry a large volume of heavy traffic, up and down a steep gradient. On the west side of the hill a number of properties have historic paving lying between their front walls and the back of the modern footway. As these areas of paving are within the property's curtilage, owners are encouraged to repair or reinstate them with grant assistance. Work **which falls within the public realm** includes the undergrounding of overhead wires which cross The Hill **(some text here omitted)** and appropriate surface dressing of footways in the Market Place and The Hill.

Swifts Entry, Cromford: This area retains a semi-rural character and is important for its contribution to local distinctiveness. The work entails reinstatement of flagged paths, stone pitching and limestone hoggin.

Water Lane: This links the village centre with the valley where the former Corn Mill, the former Bobbin Mill, Slinger Cottage and associated ponds and water courses lie. A substantial stretch of historic limestone paving **needs** to be restored.

Scarthin: This is a separate small community of townscape importance facing the 'Greyhound Pond'. Limestone kerbs and other historic paving surfaces **need to** be restored.

Chapel Hill: This leads into the surrounding countryside and needs to be treated very simply, with restoration of surviving historic lamp-posts and resurfacing of the carriageway.

These works were included in the 'Cromford Heritage Project' joint submission to the Heritage Lottery Fund (HLF) by Derbyshire County Council and the Arkwright Society but were deemed ineligible. A proposal specifically for North Street and Mill Lane were subsequently submitted to English Heritage for consideration under the Aggregates Levy Sustainability Fund, and a grant of £29,000 for development studies made it possible for this part of the package to be taken forward to a further stage. An application to the HLF for £95,000 towards the cost of interpretation, management and enhancement studies for Cromford Canal and the village was submitted in April 2002 and a grant of £80,000 was approved. The studies were completed in 2006 and now guide management of the County Council's estate in Cromford.

ACTION BY: DERBYSHIRE COUNTY COUNCIL / ARKWRIGHT SOCIETY, 2002-2006, COST OF STUDIES £109,000

ACTION: ENVIRONMENTAL ENHANCEMENT

Clusters Improvement Scheme (Phase 2), Belper

The Clusters were laid out by the Strutt family to provide housing in Belper for the families employed in their cotton mills. Long Row, William Street, George Street, Joseph Street and Cluster Road form a grid pattern forming the core of the industrial settlement. The Clusters are privately owned. The restoration of the houses in The Clusters and the enhancement of the streets have been a priority in previous conservation area partnership schemes and

remain so in the current Townscape Heritage Initiative (THI). Restoration of the historic floorscape will enhance the setting of the historic buildings, provide a suitable environment for interpretation of the historic settlement and make the area more accessible for the public. The work will also include improved lighting and drainage.

The first and second stages of this project have provided a comprehensive and detailed topographical survey, archaeological study and investigation of the streets in the Clusters, their features and construction. This invaluable work will form the basis for a detailed and fully costed scheme, by specialist consultants, which takes into consideration all relevant issues, including the demanding technical issues involved in resolving modern-day requirements, historic character and authenticity, consultation with residents and future maintenance. This preliminary work has been funded as part of the Belper and Milford Townscape Heritage Initiative Scheme, which commenced in September 2005.

ACTION BY : AMBER VALLEY BOROUGH COUNCIL TO EMPLOY CONSULTANTS AS PART OF THE THI SCHEME, 2003, ESTIMATED COST OF THIS STAGE OF THE PROJECT IS IN THE REGION OF £150,000 THE COST OF WORKS TO THE STREETS AS YET UNKNOWN.

4.2.12 Key Area Studies

Some areas demand a comprehensive yet non-statutory plan prepared to review and advise on their future development. In Belper the town centre has recently suffered from the loss of three major employers, and to address the problem of reduced employment opportunities within the town that will result from these losses, the Borough Council has commissioned consultants to carry out a study of the town centre. This study will advise the Borough Council on the most appropriate uses and forms of development for the vacated sites to create new employment opportunities, enhance the character of the Conservation Area and World Heritage Site, and take advantage of the town's tourist potential.

The study will also consider means of addressing the problems of traffic congestion on Bridge Street, poor car parking facilities within Belper Mills, the lack of facilities for tourists within the town and how to encourage better use of the recently restored Market Place.

ACTION: KEY AREA STUDY

Belper Town Centre Study

This study was produced in 2000. It provides a commercially viable masterplan for the development of the historic town centre of Belper, paying particular regard to the town's vitality and attractiveness, and taking into account the following:

- the town's conservation area, its inclusion within the Derwent Valley Heritage Corridor and location within the World Heritage Site;
- the redevelopment of vacant and underused areas within the town;
- the need to replace jobs lost to the town;
- the need for a traffic management plan to reduce existing problems of congestion and vehicular/pedestrian conflict;
- the changing role of the town centre, namely its growing potential for tourism in addition to its role as a local shopping centre;
- the need to encourage better use of the recently restored Market Place;

- a possible new vehicular access to the Belper Meadows leisure areas.

The study pays particular regard to the following sites and to recommending options for their development:

- land north and south of Derwent Street.
- Fuchs site, Derby Road, which is currently being developed.
- Flanders site, Queen Street/Days Lane

In 2006 Amber Valley Borough Council is to start work on a Area Action Plan for Belper Town Centre, which will provide a planning framework for co-ordinating spatial development.

ACTION BY : AMBER VALLEY BOROUGH COUNCIL

ACTION: KEY AREA STUDY

Cromford Canal Conservation Management Plan

The canal from Cromford to Ambergate is designated as a Site of Special Scientific Interest (SSSI). The section from Whatstandwell to Ambergate is designated as a Local Nature Reserve (LNR). The Cromford Wharf and Cromford and High Peak Railway Junction buildings are listed. The Leawood Pumphouse, and the Leawood Railway Aqueducts, are Scheduled Monuments. Although the Canal as a whole has no formal 'cultural' designation it is included in the Derbyshire Sites and Monuments Record and is an important component of the World Heritage Site's cultural landscape.

The stretch of the canal which lies within the World Heritage Site is owned and maintained by Derbyshire County Council. The canal towpath is a much valued recreational facility.

In September 2002, the Heritage Lottery Fund made a grant of £80,000 to the County Council towards the cost of studies into management of the 'Cromford Cultural Landscape', a major component of which is the canal.

The over-riding consideration is twofold: 1) protection of the structural integrity of the canal, to safeguard the water supply, to re-seal the banks, repair retaining walls and other structures and to ensure control mechanisms are adequate and in working order so that safe water levels are maintained in all circumstances and 2) working towards delivering favourable conditions on the SSSI. This needs to be done in a manner that not only does no damage to the canal habitat but enhances both the habitat and recreational use of the canal. In addition to this there is a need to interpret its industrial heritage significance and to make it as accessible as possible to residents and visitors. The way forward is suggested in a Conservation Management Plan carried out for Derbyshire County Council by Mansel Architects between 2003 and 2006, including an ecological appraisal and management objectives which are integrated within the Management Plan. The plan will be put out to consultation with key bodies and landowners early in 2007.

Funding to undertake an engineering inspection and hydrological study of the canal has been secured, as has funding to appoint an additional canal warden.

ACTION BY : DERBYSHIRE COUNTY COUNCIL, NATURAL ENGLAND AND DERBYSHIRE WILDLIFE TRUST

ACTION: KEY AREA STUDY**Darley Abbey Development Strategy**

Initial Phase (completed)

- determine the significance of the mill complex and the associated settlement
- complete historical research
- confirm importance of historical mill complex
- complete conservation area appraisal

Phase Two (completed bar final point)

- review the mechanisms already employed for the protection of the site
- reassess and possibly upgrade Listing category for principal buildings
- reassess conservation area boundary
- reassess Article 4 Directions

Phase Three

Identify priorities and essential projects

- mill buildings: restoration and repair/ full occupancy;
- Darley Hall stable block: repairs/ full occupancy;
- village buildings: repairs, reinstatement of architectural details to original materials, details, fittings and finishes;
- traffic management, pedestrian priorities, garaging and parking provision, roadscape treatment;
- riverside improvements: river banks, weir, footpaths;
- other environmental enhancement;
- interpretation;
- New river landing stage.

Phase Four

- discuss with owners of unoccupied or partially unoccupied buildings, and those in need of restoration and repair, the desirability of the production of conservation plans;
- give guidance to owners and occupiers – books/leaflets.

Phase Five

- develop grant scheme to promote restoration, improvement and enhancement projects in conjunction with all available project and funding partners – English Heritage and the Heritage Lottery Fund.

The development strategy for Darley Abbey forms part of Derby City Council's 10 year action plan and an additional opportunity is currently being realised through the development of the Outdoor Pursuit Centre on the site of the Dutch barn, the last remaining evidence of the agricultural holding associated with the mill settlement. Archaeological investigations undertaken as part of this development may have identified the location of the Medieval monastic abbey complex and will enrich the heritage significance of the village settlement. Additionally the Riverboat Feasibility Study suggests a new landing stage that would form part of the riverside improvements at the 5th bullet point at phase 3.

ACTION BY : DERBY CITY COUNCIL

4.2.13 Historic Gardens

There are three historic parks within the World Heritage Site included in the English Heritage Register of Parks and Gardens of Special Historic Interest in England. At the time of inscription the 18th century park of Willersley Castle, Cromford and the early 20th century public park the River Gardens, Belper were on the Register. In June 2003 the 19th century Belper Cemetery was added.

Darley Park lies at the southernmost end of the World Heritage Site and, once part of the Evans family estate, is now a municipal park. Within the buffer zone, the following parks and gardens are of special interest:

Allestree Park, Alderwasley Park and Lea Hurst Gardens.

Willersley Park contains part of a SSSI. Belper Cemetery is a Wildlife Site, Darley Park is partly a Wildlife Site, Allestree Park is part Wildlife Site and Local Nature Reserve, Alderwasley Park is part Wildlife Site. These designations and the general biodiversity value of these areas should be recognised in any management decisions.

There are other gardens within the World Heritage Site and buffer zone which make a contribution to the Site's special character and setting. The Partnership will continue to work with the Derbyshire Historic Gardens Trust to identify these.

ACTION: HISTORIC GARDEN ENHANCEMENT

Belper River Gardens

To carry out restoration work to these gardens, which are listed as Grade II on the English Heritage Historic Parks and Gardens Register.

The proposed works include:

- repair of the Swiss-style tea house;
- restoration of the half-timbered booth;
- dredging of the pool in the Water Gardens;
- renewal of planting throughout the Gardens;
- resurfacing of walks where necessary;
- improvement of the pedestrian access to the Gardens;
- reinstatement of the original boardwalk;
- investigation into new uses for the iron boat house;
- restoration of a 2.5m high rock feature;
- restoration of grottos, rockeries and other features;
- improved access to and management of wooded nature area.

A bid for funds from the Heritage Lottery Fund to produce a Restoration and Management Plan has been approved, and consultants have produced a Preliminary Historic Landscape Appraisal. This appraisal will be used as the basis for a further bid in 2007 for funds to undertake the restoration work identified in the document over a four or five year period.

| |
|---|
| ACTION BY : AMBER VALLEY BOROUGH COUNCIL, 2007-2010 |
|---|

4.2.14 Landscape Character Assessment

Derbyshire is characterised by a diverse countryside ranging from uplands in the north to rolling lowlands in the south. In order to maintain the diversity of these landscapes, it is necessary to identify those features that contribute to the landscape character and local distinctiveness of a place, and what needs to be done to conserve, enhance or restore the character.

The project builds on the Regional Character Areas identified by the Countryside Commission (now The Countryside Agency) in its study of 'The Character of England'. Each Regional Character Area for the study area (Derbyshire outside the Peak National Park) has then been sub-divided into Landscape Character Types; each described by the key components contributing to their character. This information is to be found in the publication 'The Landscape Character of Derbyshire', which is also accessible on line at http://www.derbyshire.gov.uk/Images/LCA-Intro_tcm2-39567.pdf#search=%22Landscape%20Character%20of%20Derbyshire%22

Regional Character Area

A Regional Character Area is defined as a large tract of countryside where common physical, ecological and historical associations impart a sense of identity across the area. Each area incorporates a range of typical Landscape Types, identified by analysing patterns of geology, topography, soils, land use, settlement and tree cover.

Landscape Type

Landscape Type is a generic term used to describe landscapes that have a unity of character due to particular combinations of key characteristics. The same Landscape Type may occur in different Regional Character Areas but will be influenced by regional, physical, ecological and historical associations.

4.2.15 Landscape Management

Guidance for landscape management is provided in 'The Landscape Character of Derbyshire' publication. The guidance is directed to landowners, farmers, planners, developers, road engineers, foresters, ecologists and landscape architects, offering advice on how development and modern land management practices can be best integrated into the landscape of Derbyshire. The World Heritage Site and its buffer zone encompass land which falls within nine separate Landscape Character Types, as defined in 'The Landscape Character of Derbyshire' policy document. These are as follows:

| JOINT CHARACTER AREA | LANDSCAPE CHARACTER TYPE |
|-----------------------------|---|
| White Peak | Plateau Pastures Limestone Slopes Limestone Dales |
| Peak Fringe & Lower Derwent | Wooded Slopes & Valleys Enclosed Moors & Heaths Gritstone Heaths and Commons Wooded Farmlands Riverside Meadows |

Needwood & South Derbyshire Claylands

Sandstone Slopes & Heaths

Written descriptions for each landscape character type are given in the publication. The document also provides landscape management guidance that relates to each type. At the end of each description there is advice relating to the size, pattern and species composition for new tree and woodland planting. In part two of the publication there is a summary table with supporting text aimed at managing landscape change and development and part three provides similar information aimed at linking landscape character to biodiversity.

An opportunity for the opening of vistas along the banks of the River Derwent may arise through a programme of appropriate tree husbandry. This would need to be carefully managed, and management guidelines and an action plan for riverbank trees first need to be established to ensure work does not impact negatively on the biodiversity of the valley.

4.2.16 Biodiversity Management

The World Heritage Site and buffer zone are encompassed mainly within the Lowland Derbyshire Local Biodiversity Action Plan (LBAP), an area covering all Derbyshire except those parts of the County which fall within the White Peak, the Dark and South-West Peak, Natural Areas. There is a small part of the buffer zone within the White Peak, which falls within the area covered by the Peak District Biodiversity Action Plan.

The LBAPs are supported by a partnership of over 50 organisations including local authorities, government agencies, business and voluntary conservation organisations. The partnerships aim, through the LBAPs, to conserve and enhance biodiversity.

The Lowland Derbyshire LBAP has identified the following priority habitats, all of which occur within the World Heritage Site or buffer zone. All have Habitat Action Plans

- Lowland mixed broadleaf woodland;
- Wet woodland;
- Parkland, wood pasture and veteran trees;
- Semi-natural grassland;
- Standing open water, including ponds, lakes and canals;
- Lowland swamp, mires, fens and reedbeds;
- Rivers and streams;
- Floodplain grazing marsh;
- Ancient and/or species-rich hedgerows;
- Field margins;
- Heathland.

The Peak District LBAP identifies the following priority habitats which occur within the World Heritage Site or buffer zone. All have Habitat Action Plans.

- Upland ashwoods
- Wet woodlands
- Limestone dales
- Hay meadows
- Lead rakes
- River corridor
- Ponds

There is a number of priority species known to occur in the World Heritage Site or buffer zone, including:

- Bullfinch
- Grey partridge
- Lapwing
- Linnets
- Reed bunting
- Brown hare
- Dormouse
- Otter
- Bats
- Water vole

- Skylark
- Tree sparrow
- Spotted flycatcher
- Song thrush
- White clawed crayfish
- Argent and sable moth
- Hairy wood ant
- Shining guest ant
- Great crested newt

Species Action Plans have been prepared for some species, the rest will be prepared as and when resources allow.

More details, including actions and targets for the Action Plans, are available from the Derbyshire Biodiversity Website www.derbyshirebiodiversity.org.uk

English Nature assessed the condition of the SSSIs within the WHS in 2005:

- Cromford Canal SSSI: 18% in favourable condition, 35% unfavourable but recovering, 47% unfavourable no change.
- Shining Cliff Woods SSSI: 30.31% in favourable condition, 69.93% unfavourable condition but recovering, and 0.18% in unfavourable condition for which there has been no change – the Forestry Commission have continued to carry out management work to improve the condition of the site.
- Rose End Meadows SSSI: 38.14% is in favourable condition, 6.26% unfavourable but recovering but 37.64% is in unfavourable and declining and 2.44% is part destroyed. All of the area managed by DWT is in a favourable condition.

4.2.17 Agri-Environmental Grant Scheme

There are two main agri-environmental schemes which provide grants to participating landowners. These are the Environmental Stewardship Scheme and the England Woodland Grant Scheme.

The Environmental Stewardship Scheme is administered by Natural England and has two main elements: Entry Level, which is a whole farm approach, and Higher Level, which aims to deliver significant environmental benefits. These can include cultural as well as biological benefits e.g. the restoration, enhancement or management of historic landscape features. Both levels have an organic option. To qualify for grant, schemes must score sufficient points against the targeting statements. Natural England also offers wildlife enhancement schemes in relation to SSSIs.

The England Woodland Grant Scheme is administered by the Forestry Commission and the grant aids woodland management and creation. Landowners enter into agreements to manage, restore or create appropriate woodland habitats. As with the HLS, grants are discretionary where schemes score sufficiently against targets.

4.2.18 Fire Action Plans

Fire Action Plans need to be devised by the owners and managers of each of the key historic buildings within the site. These plans should be prepared in close collaboration with the Derbyshire Fire and Rescue Service, and should incorporate current guidance produced by English Heritage and the principles set out in 'Risk Preparedness: A Manual for World Cultural Heritage' (ICCRUM 1998).

Fire Operational Plans as they are now called in the Service have been prepared, in conjunction with site managers, for major buildings in Cromford. Those in Belper are underway and Darley Abbey will follow.

Residential property owners in Cromford have all been offered Home Fire Risk Assessments. Where the owners have been receptive to advice they have and issued with free smoke detectors. A programme of assessments of domestic properties is now underway in Belper and Milford. Darley Abbey will follow.

The Regulatory Reform (Fire Safety) Order 2005 came into force on 1st October 2006. It replaces most fire safety legislation with one simple Order. It means that any person who has some level of control in premises, must take reasonable steps to reduce the risk of fire and make sure people can safely escape if there is a fire. Site managers of all major buildings in the WHS need to be aware of this responsibility, to identify and nominate “responsible persons” and to take steps to ensure adequate training.

For each of the principal historic buildings within the site, initial priorities include:

- Ensure comprehensive fire risk assessments are in place and appropriate precautions are being implemented.
- Arrange Fire Service familiarisation visits, training and practice exercises to ensure all personnel are familiar with site procedures, access facilities, water supplies, building layout, circulation and escape routes, room contents, and special hazards.
- Provide up-to-date documentation for use by the Fire Service in the event of an emergency, including detailed plans of the site.
- Review adequacy of existing record drawings and photographs, including records of significant interior features, details and contents.
- Ensure appropriate mechanisms are in place to reduce the risk of fire during building and repair works.

Wherever possible, at least two copies of relevant documentation will be prepared and stored in separate locations (one copy in fireproof storage).

4.2.19 Flood Action Plan

Climate change is increasingly becoming a risk factor in the preservation and protection of World Heritage Sites, raising issues over the flood plain landscape; the effects on buildings and structures in the landscape; and the ecology of the Site.

Flood Action Plans need to be devised by the owners and managers of each of the key historic buildings within the site which are at risk of flooding from inland rivers (as identified in the ‘Indicative Floodplain Maps’ produced by the Environment Agency). Currently, these buildings include: St Mary’s Church, Cromford; Belper North Mill; Darley Abbey Mills and Derby Silk Mill.

These plans should benefit from the identification of best practice at other vulnerable historic buildings and sites. They should incorporate current guidance produced by the Environment Agency, English Heritage, Construction Industry Research and Information Association (CIRIA) and other specialist bodies, and should reflect the principles set out in ‘Risk Preparedness: A Manual for World Cultural Heritage’ (ICCROM 1998). They should identify the range of actions to be taken before, during and after a flood.

Initial priorities include:

- Continuing liaison and dialogue with the Environment Agency to ensure that the international significance of the World Heritage Site and its constituent features is taken into account during the initiation and implementation of flood defence capital schemes and maintenance programmes.
- Ensure all sites potentially at risk of river flooding participate in the Flood Warning Service operated by the Environment Agency.
- Mitigating the incidence of regular flooding in the basement of Belper North Mill.

Wherever possible, at least two copies of relevant documentation will be prepared and stored in separate locations (one copy in fireproof storage).

To prevent increasing the risk of flood within the World Heritage Site, all proposals for further building within the floodplain should be resisted, and schemes to alleviate the flooding risk along the valley supported where those schemes do not in themselves put the historic landscape – both natural and industrial – in jeopardy.

In 2006, the Environment Agency approached stakeholders along the Derwent from Crich Chase to Spondon, to define a way forward for alleviating flooding risk to Derby. A scoping report was produced and distributed for consultation, and a detailed survey compiled, with information on the results of a ground investigation, a survey of existing defences/assets and topographic analysis to quantify the level of flood risk within Derby. A programme of works is expected to follow once agreement has been reached as to the most appropriate way forward.

4.3 Public Awareness, Education and Research

4.3.1 Historical Research

Further research will be undertaken to determine detailed cultural significance:

| |
|--|
| ACTION: RESEARCH PROJECT (Completed) |
| Historical Survey of Boar’s Head Mills, Darley Abbey |
| English Heritage carried out a detailed site investigation of the buildings in the Mill complex. Derby City Council part-funded this investigation and research. |
| ACTION BY : ENGLISH HERITAGE / DERBY CITY COUNCIL |

4.3.2 Research and Publications

The Management Plan has objectives relating to the encouragement of research and development of publicity for the site. Past experience suggests that there is a danger of World Heritage status attracting commercially-motivated publishing organisations whose prime concerns may not lead to accurate and well-researched publications or products.

The Derwent Valley Mills Partnership wishes to manage research and publications to ensure that information given to the public is accurate and that publications and other products are of the highest quality. It also seeks to harness local expertise whenever possible. To this end, a *Research and Publications Panel* was established in 2001, comprising representatives of the Management Panel, a representative of the Libraries and Heritage Departments of Derbyshire County Council and Derby City Council, representatives of sponsor bodies, nominated experts and others.

The purpose of the Panel is to:

- Ensure that the Derwent Valley Mills World Heritage Site is provided with a range of well-informed literature, published using all available media, which will enhance the cultural enjoyment and understanding of the site;
- Co-ordinate and validate research and publications commissioned by the local authorities and others participating in the management and interpretation of the World Heritage Site;
- Ensure that the World Heritage Site is provided with the training and skills required to secure the protection and conservation of the site.

The Panel has established and maintains a revolving fund from which future publishing costs are met and into which the proceeds from the sale of products are placed. The Terms of Reference of the Panel are included at Appendix 16.

4.3.3 Museum Development Plans

Development plans will be made for a number of museums in the site in order to improve the interpretation of the cultural history of the Derwent Valley Mills. The larger museum developments at Masson Mill, Cromford Mill, North Mill and Derby Industrial Museum at Derby Silk Mill, in particular, will co-ordinate their interpretative developments to avoid duplication and to ensure the key elements are covered in an appropriate manner.

Museum Development Plans will be formulated on a basis of relatively modest growth in terms of visitor numbers and will incorporate the findings of the Integrated Transportation Study in maintaining sustainable proposals for access, car parking and in co-ordinating signage and information provision.

Work is currently in hand on such a plan for Derby Industrial Museum and Silk Mill.

| |
|---|
| ACTION: MUSEUM DEVELOPMENT PLAN |
| <p>Derby Industrial Museum and Silk Mill</p> <p>Derby City Council has approved an ambitious development plan for the Silk Mill that will seek to develop the site as a regional visitor destination with completion by 2010. The plan envisages a substantial extension to the Museum together with a focus on the interpretation of the World Heritage Site. These plans are being developed in conjunction with those for the improvement of the adjacent area of public open space, Cathedral Green, to provide a combined visitor attraction based on both the river and the Museum.</p> <p>ACTION BY : DERBY CITY COUNCIL 2007 – 2010</p> |

4.4 Transportation

4.4.1 Integrated Transport Study

Transportation has been identified as a key issue in the Management Plan and an Integrated Transportation Study was produced for the World Heritage Site and buffer zone.

The overall aim of the Study was to develop a sustainable transport strategy for the Derwent Valley that will allow for increased visitor numbers while safeguarding the cultural heritage of the area and enhancing the quality of life for local residents.

The Study undertook to:

- identify existing transport problems and issues in the Derwent Valley corridor;
- assess the scale, nature and implications of transport demand arising from inscription of Derwent Valley Mills as a World Heritage Site;
- assess the likely impact of known trends, policies and proposals over a twenty year time horizon;
- review and make recommendations on a number of specific issues including:
 - visitor management
 - mobility arrangements
 - road user charging
 - enhancement of rail services
 - enhancement of bus and coach services
 - park and ride
 - parking management
 - cycling and walking
 - freight transport
 - investment in highway infrastructure
 - signing and provision of information
 - lighting improvements
 - new technology and innovative transport service

A transportation report was produced for the Derwent Valley Mills Partnership by consultants, and is reproduced as Appendix 8. The brief for the Transport Study has also been included as Appendix 9.

4.4.2 Recreational Routes

A number of recreational routes already exist in the Derwent Valley (see Appendix 10). Details of these waymarked and promoted routes can be obtained from the relevant local authority. Information on them is also available on the DVMWHS website.

This plan focuses on the development of the Derwent Valley Heritage Way, a multi-user route running the entire length of the River Derwent, although the creation of a new walking route from Belper Bridge to the site of Milford Mill (on the west side of the River Derwent) will also be pursued.

Phase One of the Derwent Valley Heritage Way, namely the opening of a waymarked long distance walking route, was delivered, by the Derwent Valley Trust, in April 2003. A guide book for the route is published by Jarrold (ISBN 0711729581. £11.99)

Cycling and horse-riding routes are to be pursued as a second phase but this presents considerable challenges as routes need to be found which do not impact in a damaging way on what is an extremely sensitive environment.

| |
|--|
| ACTION: RECREATIONAL ROUTE |
| <p>Heritage Way Long Distance Multi-User Route</p> <p>To create a braided, multi-user route for walking, cycling and horse riding along the length of the River Derwent, from Shardlow (south of Derby) to Ladybower Reservoir (west of Sheffield), through the full length of the World Heritage Site.</p> |

Phase One has been completed, namely;

- The development of a walking route, including negotiation with landowners, path improvements, waymarking, interpretation and links with public transport. This route follows existing rights of way and concessionary routes, and involves some pavement and minor road walking. (Opened April 2003)

Phase Two

- Implement a continuous cycling and horse riding route maximising access for all.
- Develop multi-user links and circular routes to attractions and sites of interest within the Derwent Valley.

ACTION BY: DERWENT VALLEY TRUST.

4.4.3 Highway Issues

Highway issues have a fundamental effect on the way the built and natural environments of the World Heritage Site and buffer zone are perceived. Traffic signs and other highway management clutter distract attention and mar the visual amenity of the site, particularly along the A6. Highway features need to be carefully considered in order to minimise any negative effect which modern highway standards may demand.

Derbyshire County Council, one of the two highway authorities, has improved its working practice in recent years with the aim of becoming more aware of the environmental impact of highway proposals. Two important documents have been produced: 'Highway Signs – Environmental Code of Practice' and 'Traffic Calming and Visual Amenity – Environmental Code of Practice'.

The table below identifies the working practices and principles which the two highway authorities are seeking to apply when considering new highway proposals, or when undertaking maintenance works to existing highways, in the World Heritage Site and in conservation areas throughout the buffer zone. These principles reflect the need to ensure that Highway design and maintenance preserve or enhance the historic character and appearance of the World Heritage Site, its buffer zone and constituent elements.

WORKING PRACTICES AND PRINCIPLES

This table identifies the working practices and principles which the two highway authorities are seeking to apply when considering new highway proposals, or when undertaking maintenance works to existing highways, in the World Heritage Site and in designated conservation areas throughout the buffer zone.

| | |
|----------|---|
| 1 | <p>Kerbs</p> <p>Where a vehicle deterrent or restraining edge to the carriageway is considered necessary, and precast concrete kerbs are not already present, stone kerbs or other appropriate treatment agreed with the Conservation and Design Team of the respective highway authority may be employed. Otherwise, the informality of the highway edge should be preserved.</p> |
| 2 | <p>Street Enclosure</p> <p>The street enclosure, normally an important feature of an urban historic area, should be maintained and the creation of large open spaces and verges avoided.</p> |

| | |
|---|--|
| 3 | <p>Streetscape Clutter</p> <p>Street furniture should only be used where its necessity can be properly justified. Furniture will be designed and positioned to reflect the character of the historic area taking into account surrounding buildings and other features. The location of necessary street furniture (including lighting columns, signs and bins) is of critical importance and Derbyshire County Council’s publication “Highway Signs – Environmental Code of Practice” should be used to inform decision-making. The Policy Note on the conservation and design of street furniture (Appendix 11) provides further information.</p> |
| 4 | <p>Existing Materials</p> <p>Materials within the highway which are considered to preserve or enhance the special character and appearance of the World Heritage Site and buffer zone should be retained, repaired and replaced like-for-like. Statutory undertakers have a duty to comply with this requirement within conservation areas, and within areas registered as a special surface, and should refer to paragraph 2 of the “New Road and Streetworks Act 1991”. Any proposal which departs from this policy will require the approval of the Conservation and Design Team of the respective highway authority.</p> |
| 5 | <p>New Materials</p> <p>The Management Plan for the World Heritage Site seeks to protect and enhance the distinctiveness and special character of the site, its component parts and its landscape setting. Wherever possible, the choice of materials employed will be those natural and/or traditional to the area in question. This may be subject to limitations regarding safety, for example the avoidance of limestone in wearing course materials.</p> |
| 6 | <p>Signs</p> <p>The number and size of signs to be used in any given situation should take account of the special character and appearance of the World Heritage Site and the loss of visual amenity caused by unnecessary or large signs. While road safety considerations are paramount, steps will be taken to minimise and rationalise the use of signs wherever possible. The Derbyshire County Council publication “Highway Signs – Environmental Code of Practice”, the English Heritage booklet “Street Improvements in Historic Areas” and other good practice guides will be used as a basis for this work.</p> |
| 7 | <p>Street Lighting</p> <p>Street lighting within the World Heritage Site has been introduced, modified and maintained over a long period resulting in an inharmonious mixture of furniture and light sources. An environmental audit will be undertaken throughout the site and an action plan developed. This will define the essential first steps towards achieving the strategic aim of rationalising and up-grading lighting provision, reducing clutter during the day, and enhancing the appearance of the cultural landscape at night.</p> <p>Proposed lighting schemes within the site and buffer zone will require the technical approval of the respective highway authority to ensure compatibility with other lighting installations. Comment will normally be invited on such proposals from the appropriate local planning authority.</p> <p>Existing historic street lamps will be refurbished and new furniture will be modern, high quality, elegant structures. The Policy Note on the erection, replacement and</p> |

| | |
|----|--|
| | <p>refurbishment of street lamps (Appendix 11) provides further information.</p> <p>Wherever possible and appropriate, wall mounted lanterns will be used in preference to columns. Cables and fuse/switch cabinets will be incorporated into walls of buildings where possible or otherwise located discretely.</p> <p>As resources permit, low-pressure sodium, yellow light source fittings will be replaced by high-pressure sodium or other fittings that provide a whiter light, with better colour definition. This will apply within the site and throughout the <u>entire</u> buffer zone.</p> |
| 8 | <p>Lining and Coloured Surfacing</p> <p>The visual intrusion of lines painted on the road surface should be minimised wherever possible. Lines of 50mm in width will generally be used rather than 100mm or wider. The colour 'Primrose Yellow' should always be used in preference to the alternative brighter yellow. Coloured surfacing is usually unacceptable and advice should be sought from the Conservation and Design Team, and the Traffic Management Section, of the respective highway authority.</p> <p>The Derbyshire County Council publication "Traffic Calming & Visual Amenity – Environmental Code of Practice" will be used as a basis for this work.</p> |
| 9 | <p>Grit Bins</p> <p>Throughout the site and buffer zone, grit bins should usually not be coloured yellow but should be green or an alternative colour agreed with the Conservation and Design Team of the respective highway authority. Bins should be carefully positioned, not only for practical reasons but to ensure they are not unnecessarily obtrusive. Wherever possible, they should be positioned against a backdrop.</p> <p>Those responsible for temporary additions to the street scene, such as waste authorities, should be encouraged to consider, over time, the adoption of appropriate (ie dark) colours to minimise the visual impact of collection receptacles, and minimise the length of time these receptacles impact on the street scene.</p> |
| 10 | <p>Bus Passenger Shelters</p> <p>The introduction of bus stop structures within the site can impair character. The erection of shelters should follow the advice contained in the Policy Note at Appendix 11 (Erection and Replacement of Bus Shelters). Any departure from this policy will require the agreement of the Conservation & Design Team of the respective highway authority prior to works commencing.</p> |
| 11 | <p>Environmental Enhancement Schemes</p> <p>Proposals by District Councils (and others) which affect the highway require the approval of the respective Highway Authority. As well as ensuring that such schemes are practical, safe and do not create an unreasonable maintenance burden, the highway authority will satisfy itself that proposals do not harm the special character and appearance of the site and buffer zone.</p> <p>It is essential that schemes are appropriately designed to reflect the historic environment which surrounds them, providing a sympathetic backdrop to the quality of the built or natural landscape setting in which the scheme will serve.</p> |

| | |
|----|---|
| | <p>The principles contained within the English Heritage Design Note “Street Improvements in Historic Areas” will be used to guide the development of sensitive schemes throughout the site. The Conservation and Design Team of the respective highway authority will offer guidance and advice on specific proposals.</p> |
| 12 | <p>Planting Structures & Other Structures in Highway Verges</p> <p>Wherever possible, these structures will be avoided in the site and in designated conservation areas throughout the buffer zone. The introduction of such features is alien to an historic environment and can be very damaging to the special character of the area. They also introduce a maintenance burden, can present a highway hazard and add to the problem of visual clutter.</p> <p>The Conservation and Design Team of the respective highway authority will encourage the implementation of alternative enhancement schemes.</p> |
| 13 | <p>Trees</p> <p>Trees are often an important element within a historic area and, as such, are often protected by legislation. Those intending to carry out any works to trees in conservation areas are required to give notification, in writing, to the Local Planning Authority at least six weeks prior to commencement of the work.</p> <p>The planting of trees within the site, if considered safe and appropriate in heritage terms, will usually be considered favourably.</p> |
| 14 | <p>Barriers and Other Highway Structures</p> <p>Standard off-the-shelf structures are often inappropriate in historic areas. A flexible approach will be taken to solve the safety (or other) concerns in a sensitive manner which will not harm the character of the area in question. The positioning of such structures is often critical in both technical and environmental terms and early consultation with the Conservation and Design Team of the respective highway authority will be encouraged. Highway safety is of overriding importance, however environmental concerns should be properly considered before proposals are finalised.</p> |
| 15 | <p>Access for the Disabled</p> <p>The cultural significance of the historic areas within the World Heritage Site will not preclude proper access arrangements for disabled people. A flexible approach will be adopted in order to ensure that, as far as reasonably possible, access and conservation criteria are reconciled.</p> <p>Tactile paving will not usually be laid in a contrasting colour and may be laid in a configuration which varies from standard layouts. Natural stone, metal studs and brick tactile paving will be considered, where appropriate.</p> |
| 16 | <p>Gateway Type Signs</p> <p>The Management Plan endorses proposals to visually improve standard village gateway signs. Simple, high quality, cast metal, painted signs - mounted low against a backdrop - will be encouraged. These should usually incorporate black lettering on a white</p> |

| | |
|--|--|
| | <p>background mounted on a black supporting pole(s).</p> <p>The creation of a structure, or additional streetscape clutter, will usually be unacceptable. Contrived features are inappropriate and damage the historic environment and local distinctiveness by devaluing the original elements on which they are based. They can also create dangerous obstructions within the highway and create an unnecessary maintenance burden.</p> <p>The Conservation and Design Team of the respective highway authority will offer guidance and advice on alternative enhancement initiatives.</p> |
|--|--|

| | |
|----|--|
| 17 | <p>Overhead Wires</p> <p>Overhead wires can have an undesirable impact upon visual amenity and will be placed underground where circumstances allow. This process will require a close working partnership with the utility companies within the area. Recent work carried out by Derbyshire County Council in connection with British Telecommunications Plc has shown that this type of close collaboration can be very successful.</p> |
|----|--|

The following action will be pursued in order to mitigate the effect of existing highway impacts upon the World Heritage Site and buffer zone.

| | |
|---|--|
| <p>ACTION: HIGHWAY VISUAL ENHANCEMENT</p> | |
| <p>A6 Road and Specific Conservation Areas</p> | |
| <p>Phase One</p> | |
| <ul style="list-style-type: none"> • To carry out environmental audits of specific highway impacts such as highway signs and street lighting along the A6 and within Conservation Areas throughout the WHS and buffer zone. • To make strategic proposals on how these aspects could be improved. | |
| <p>Phase Two</p> | |
| <ul style="list-style-type: none"> • Develop and carry out particular highway enhancement schemes identified by Phase 1. | |
| <p>ACTION BY: DERBYSHIRE COUNTY COUNCIL, DERBY CITY COUNCIL PHASE ONE: 2003-2005</p> | |

4.4.4 Sustainable Energy Production

The production of sustainable energy through the harnessing of water power is at the heart of the reason for the Site’s inscription on the World Heritage List. Today water turbines produce power at Masson Mill, Belper Mills and the site of the former Milford Mills. This places the WHS in a favourable position with regard to today’s need to increase sustainable energy production. The production of energy at these locations should be supported and celebrated by the DVMWHS Partnership. The opportunity to introduce water turbines elsewhere in the Site should be explored.

| |
|---|
| <p>ACTION: SUSTAINABLE WATER POWER ENERGY PLAN</p> |
|---|

Investigate the introduction of water turbines at Derby City Centre, Darley Abbey and Ambergate to produce hydro power.

The Partnership should help facilitate discussions with site owners and with Derwent Hydro, the power company currently operating turbines on the River Derwent, to investigate the feasibility of installing new turbines in these locations on the River Derwent.

ACTION BY: THE LOCAL AUTHORITIES , DERWENT HYDRO AND SITE OWNERS

4.5 Sustainable Tourism

A comprehensive study will be undertaken in order to identify co-ordinated action needed to develop increased access to all the key cultural heritage sites in a sustainable manner. The mechanism to achieve this will be the principal task of the *Tourism, Arts and Heritage Sites Panel*, established in 2001. Involvement of owners of tourism sites and the major tourism organisations will be essential to that process.

The first step is the completion of visitor capacity studies for Masson, Cromford and Belper Mills. Some work will be needed to assess visitor constraints at Lea, Milford and Darley Abbey. In the latter case, action being taken to assess condition must precede any encouragement to visitors, but the implications of increased publicity need to be included in the Panel's assessment. The results of these studies will then be discussed with site owners in liaison with tourism organisations throughout.

It is not considered necessary to include Derby Silk Mill Industrial Museum in the exercise at this point in time because additional capacity already exists. Elements of the Derwent Valley Mills are already marketed as part of the Derwent Valley Heritage Corridor and through individual site strategies. The increased status which results from inscription offers an opportunity to market the Derwent Valley Mills as a single entity, both through publications, dealt with above, and through an integrated marketing strategy. It needs to be a central focus of the tourism study already referred to.

In developing programmes and opportunities to improve access to the World Heritage Site, the DVMP will pursue the objectives and principles of the ICOMOS International Cultural Tourism Charter: Managing Tourism at Places of Heritage Significance (1999).

4.6 Co-ordination, Monitoring and Consultation

The current management structure for the World Heritage Site is shown overleaf. The Terms of Reference of the four proposed Liaison Panels are set out in Appendix 16. The functions and membership of the Liaison Panels will be kept under constant review in order to ensure the fullest engagement of owners of key properties and others.

In November 2001, a World Heritage Site Co-ordinator was appointed, on a short term contract. In April 2006 this post was made permanent. The World Heritage Site Co-ordinator monitors the objectives and actions in the Management Plan.

The Technical Panel devised a preliminary set of performance indicators for monitoring the condition of the site, and the effectiveness of the Management Plan, in 2001. These indicators are currently being reviewed to take account of evolving methodologies and best practice promoted by UNESCO, ICOMOS UK and English Heritage. Once adopted, the indicators will be included in this Management Plan at Appendix 17, and will be absorbed into the annual report. Work is in hand to collect the necessary baseline data.

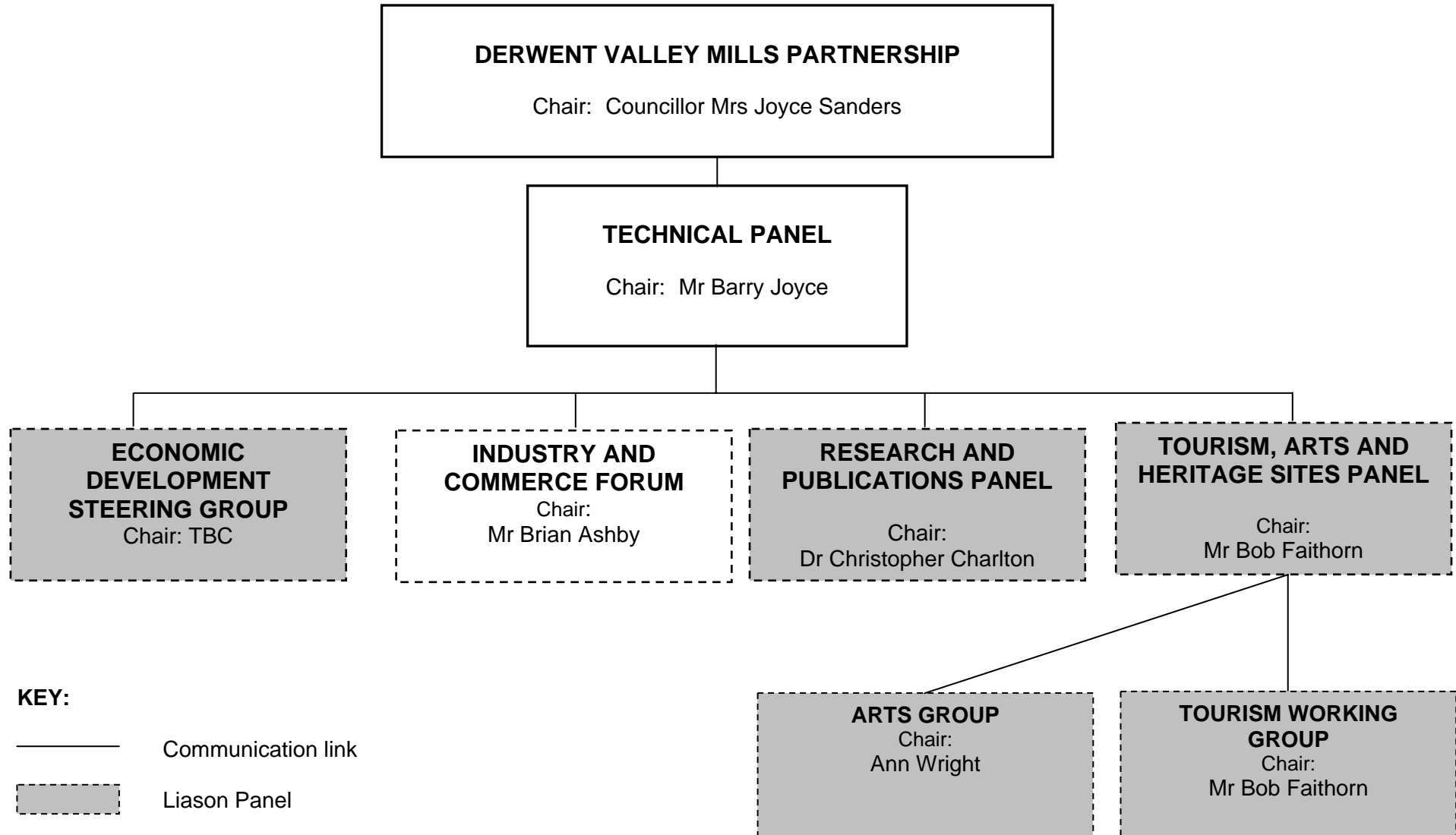
A diagram showing the monitoring framework is set out overleaf. This Management Plan will be substantially reviewed and updated every 5-6 years in order to fit with the UNESCO monitoring cycle. At the end of each cycle, the Partnership will produce a Periodic Report which will demonstrate whether the values of the site are being sustained over time and provide up-to-date information on changing circumstances. The next substantial review of the Plan will commence in 2011 in order to coincide with the UNESCO periodic monitoring of UK World Heritage Sites inscribed for more than ten years.

Parts 3 and 4 of the Plan will be reviewed each year in the light of the annual report, changes of priorities and context, available resources and for financial planning purposes.

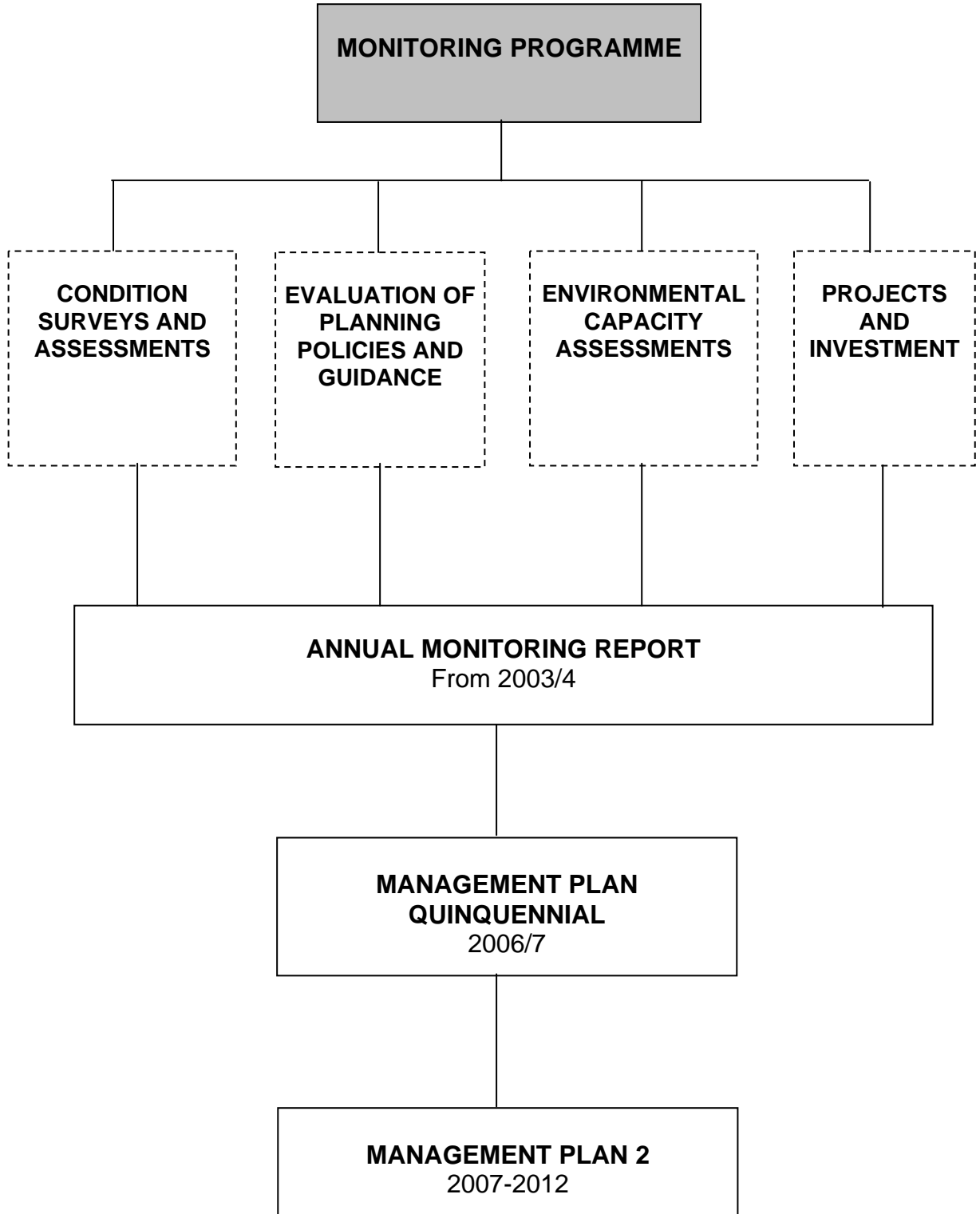
A programme of continuing consultation will be developed, building on the series of initial meetings during the winter of 1999/2000 which led to the development of the Draft Management Plan. Formal procedures ensure consultation takes place with regard to the review of statutory development plans. Local authorities, owners, occupiers and the general public have entered into partnership in the strategic mission, identify issues, participate in development actions and proposals and comment on monitoring and reviews of the Management Plan.

A report on consultation carried out in 1999/2000 during the preparation of the Nomination Document and Draft Management Plan has been included at Appendix 12.

**DERWENT VALLEY MILLS WORLD HERITAGE SITE:
CURRENT MANAGEMENT STRUCTURE**



**DERWENT VALLEY MILLS WORLD HERITAGE SITE:
MANAGEMENT PLAN PERIODIC REVIEW AND REPORTING**



4.7 Action Plan Summary (2000-2005)

4.7.1 Actions Completed (2000-2001)

| Action | Management Plan (July 2000) reference |
|---|---------------------------------------|
| Adopt Joint Structure Plan Policy on World Heritage Sites | Objective 1(section 3.1.2) |
| Produce summaries of the nomination document and management plan | Objective 14 (section 3.2.2) |
| Develop an Integrated Transportation Strategy for the site | Objective 16 (section 3.3.2) |
| Establish the Transportation Panel (NB function of Transportation Panel subsequently subsumed into Technical Panel) | Objective 16 (section 3.3.2) |
| Establish the Tourism, Arts and Heritage Sites Panel | Objective 21 (section 3.4.2) |
| Agree constitution of Management Panel, Technical Panel and three Liaison Panels | Objective 23 (section 3.5.2) |
| Appoint a Derwent Valley Mills officer | Objective 23 (section 3.5.2) |
| Develop key indicators for monitoring the site | Objective 25 (section 3.5.2) |
| Establish a consultation procedure for significant development procedures | Section 4.2.2 |
| Establish Research and Publications Panel | Section 4.3.2 |

4.7.2 Actions Completed (2002-2005)

| Target Date | Part 3 (Strategy) Actions | Part 4 (Project) Actions |
|-------------|---|--|
| End 2002 | Maintain, review and update Buildings at Risk Register (Objective 4) | Publish listing review for Darley Abbey Mills and settlement (Section 4.2.5) |
| | Carry out condition survey of Belper North Mill (Objective 4) | Aqueduct Cottage – acquisition (Action 5) |
| | Define the quality and distinctiveness of the cultural landscape (Objective 6) | North Mill, Belper – condition report and repair schedule (Actions 7 and 13) |
| | Establish an archive of high-quality digital images for promotional purposes (Objective 13) | Dalley Farm and Outbuildings, Belper – development brief (Action 9) |
| | Create a walking route along the Derwent Valley Heritage Way (Objective 16) | Foreman’s Cottage, Darley Abbey Mills – investigation and research (Action 10) |
| | | St Mary’s church, Cromford – wall painting conservation (Action 12) |

| | | |
|----------|--|---|
| | | Boar's Head Mills, Darley Abbey – Condition Survey (Action 14) |
| | | Belper Town Centre Study – assimilation of study findings (Action 17) |
| | | Cromford Canal – submit funding application (Action 18) |
| | | Darley Abbey – Phase 1 study (Action 19) |
| | | Boar's Head Mills, Darley Abbey – historical survey (Action 21) Heritage Way Long Distance Walking Route (Action 23) |
| End 2003 | Pursue funds under the <i>Townscape Heritage Initiative</i> (Objective 5) | 7 The Hill and outbuilding, Cromford – repairs and re-use (Action 1) |
| | Review published advice and add new literature (Objective 5) | Building 17, Cromford Mill – Complete shell repairs (Action 3) |
| | Review status of Darley Park and Allestree Park (Objective 7) | Cromford Mill Aqueduct – reconstruction (Action 4B) |
| | Finalise landscape character assessment for Derbyshire (Objective 8) | Former Congregational Church, Belper – repairs (Action 8) |
| | Pursue Local Biodiversity Action Plan targets (Phase 1: 2000-2003) | Fishing Lodge, Cromford – external repairs (Action 11) |
| | Establish a GIS database (Objective 11) | Cromford village – restoration and environmental enhancement (Action 15) |
| | Establish better liaison between major interpretive locations (Objective 13) | The Clusters, Belper – environmental enhancement (Action 16) |
| | Develop site-wide guidelines for presentation, communication and interpretation (Objective 13) | |
| | Liaise with Local Transport Plan Steering Groups (Objective 17) | |
| | Liaise with transportation teams in the two highways authorities (Objective 18) | |
| | Prepare site capacity assessments for Masson, Cromford, Belper and Darley Abbey Mills (Objective 19) | |
| | Provide information and support for local shops and potential investors (Objective 19) | |
| | Produce a marketing strategy (Objective 21) | |
| | Establish liaison between TAHS Panel, Tourist board and local groups (Objective 22) | |
| | Establish Industry and Commerce Panel (Objective 23) | |
| | Produce and disseminate the first annual monitoring report | |

| | | |
|----------|--|--|
| End 2004 | Formulate 'Fire Action Plans' for key buildings (Objective 10) | Building 18, Cromford Mill – repairs and reinstatement (Action 4A) |
| | Formulate 'Flood Action Plans' for key buildings at risk of flooding (Objective 10) | |
| | Establish liaison between education providers, advisers and heritage sites (Objective 15) | Derby Industrial Museum and Silk Mill – development plan (Action 22) |
| | Work with owners to pursue funding for essential repairs and planned maintenance to weirs and other water features (Objective 5) | |
| End 2005 | Carry out environmental audits of specific highway impacts (Objective 6) | |
| | Complete the implementation of the <i>Derwent Valley Heritage Economic Regeneration Scheme</i> (Objective 5) | |
| | Review boundaries of site and buffer zone (Objective 2) | |
| | Review success of development plan policies (Objective 2) | |
| | Pursue strategies for identified buildings at risk (Objective 5) | |
| | Produce landscape management guidelines (Objective 8) | |
| | Establish liaison with tourism groups on capacity study results (Objective 19) | |
| | Ensure provision of essential infrastructure: first phase (Objective 19) | |

PART FIVE: KEY MONITORING INDICATORS

5.1 Using proposed ICOMOS World Heritage Site monitoring indicators

It is proposed that a Monitoring Team be established so that the responsibilities for recording and monitoring the agreed indicators may be shared. The far right hand column in the text has been used to identify, with initials, the persons 'pencilled in' as being responsible for monitoring the respective indicators.

KEY TO INITIALS

| | | |
|--------------------|----------------------|---------------------|
| RA Robert Aram | DB Dave Barrett | HH Harry Hopkinson |
| CB Cathy Block | AMM Andy Myers | SR Samantha Raggatt |
| CC Chris Charlton | GF/GE Glynis | MN Marion Nixon |
| MS Mary Smedley | Foster/Gary Ellis | JW Jonathan Wallis |
| RS Roger Shelley | GB Geoff Blissett | KB Kerry Bennett |
| AF Adrian Farmer | MP Matthew Pitt | RT Rob Thorley |
| BJ Barry Joyce | AW Ann Wright | TS Tanya Shaw |
| ABM Allan Morrison | JF James Freeborough | SB Sally Bruckshaw |
| PW Paul Warren | JH Jon Humble | GS Gill Chapman |
| RW Rob Ward | SB Steve Bowyer | JN Jon Needle |
| AC Annie Cooper | AM Alastair Morley | |

5.2 Context

World Heritage Sites have an obligation to ensure that their outstanding universal value is being maintained over time and interpreted to the public. To achieve this, monitoring indicators need to be put in place which can be tailored to the specific values of each World Heritage Site. The data will be used for the annual report to stakeholders and the periodic report compiled every five years for UNESCO.

The aims of such monitoring indicators are:

- to assess the state of preservation & interpretation of the site in a given year and measure change over time (recording)
- to provide detailed data to the site managers so that they can improve the protection, interpretation & management of the site (informed action)

5.3 Brief

ICOMOS UK asked a small working group to compile a tool kit on monitoring indicators for World Heritage Sites. The group consisted of World Heritage Site officers representing the variety of urban, industrial, archaeological, natural and rural sites: Bath (Abigail Harrap), Stonehenge (Isabelle Bedu), Avebury (Sarah Simmonds), the Jurassic Coast (Sally Foster), Saltaire (Caroline Wilkinson) and Edinburgh (Jane Jackson). Their objective was to establish a consistent approach to monitoring indicators for World Heritage Sites in the UK and overseas, and if possible, to identify a set of generic indicators. The tool kit they provided has helped in the choosing of meaningful indicators for the DVMWHS.

All UK World Heritage Sites have been encouraged to base their own key indicators on an extensive list of generic indicators. These provide a consistent approach, but do not always allow comparisons between sites. In addition to the short-list of generic indicators, World Heritage Sites have been asked to consider their own values, management issues and objectives (as outlined in the WHS Management Plan) to create their own tailored indicators.

The Partnership has selected the indicators relevant to the site and will agree responsibilities and funding for each indicator with the key stakeholders. Some indicators are based on existing data and only need time to be compiled while others require funding for surveys. The second stage would be to gather the data under the coordination of the WHS manager, at least every five years, and more often for some indicators. This would need to take place in advance of the UNESCO periodic report if possible.

Indicators - Indicators are a flexible tool, and the proposed indicators take the following shapes: yes / no answers, numbers, percentages, reports, photos. They reflect the variety of monitoring methods.

Themes – This is based on the values of the World Heritage Site and to the key management issues identified in the statement of significance and the WHS Management Plan.

Ideal status – This can be expressed either as a figure (0 sites at risk or reduction by 10%) or as trend (reduction in sites at risk).

Setting – This includes the visual setting outside the World Heritage Site (key views, approaches, skyline, etc), the visual setting of key features inside the World Heritage Site, and features supporting the significance of the World Heritage Site which may be outside the visual setting of the World Heritage Site.

Management – ICOMOS attempted to identify indicators for human and financial resources but could not find any which could be used for all UK sites.

5.4 Proposed Key Indicators for the Derwent Valley Mills World Heritage Site

| <i>Theme</i> | <i>Indicator</i> | <i>Method of measurement</i> | <i>Member of DVMWHS Monitoring Team</i> |
|---------------------|---|--|---|
| CONSERVATION | | | |
| Protection | 1. Size of the WHS | Size of the WHS in hectares and any changes to the WHS boundary. | MP |
| | 2. Existence of a buffer zone | Existence of a buffer zone This can be a formal WHS buffer zone or other designations protecting the surroundings of the WHS | AF |
| | 3. WHS Policy in the Planning Development Framework | Existence of a WHS Policy protecting the site against inappropriate development in the Local Plan or Local Development Framework Needs to be split into Regional Spatial Strategy Derby LDF Erewash LDF Amber Valley LDF Derbyshire Dales LDF Derbyshire Minerals and Waste Plans | BJ HH KB RT TS BJ |
| | 4. Planning | Existence of planning guidance for | BJ |

| | | | |
|-----------------------------|---|---|----------------------|
| | guidance for development in the WHS | development in the WHS and description This can be supplementary planning guidance based on the WHSMP, guidance for owners, design guide, tall buildings policy, etc. | |
| | 5. Designations | Number of listed buildings Number of scheduled ancient monuments Percentage of the WHS protected by designations (such as AONB, conservation area, SSSI, national nature reserves, national parks, National Trust inalienable land, etc.) | PW DB CB |
| Condition of site | 6. List and number of cultural features in poor condition | Condition survey of key features based on the Outstanding Universal Value of the WHS, including fixed point photography and a report with urgent and longer-term recommendations. Despite the resource implications, this was considered a more meaningful indicator than the Buildings at Risk Register as it can be better tailored to the significance of the site. <i>ICOMOS recognise that the above is resource hungry and it may not be possible to introduce such a survey immediately. It is given here as an ambition for subsequent years.</i> Number and risk grade of Buildings at Risk No of repair notices served Condition of SMs Condition of SSSIs | ABM/PW JH AC |
| | 7. List and number of natural features at risk within the WHS | Natural Sites – priority species and habitats identified in the International Red Data List for endangered species and, at a national level, in the UK Biodiversity Action Plan (BAP) Red List - http://www.iucnredlist.org/ UK BAP - http://www.ukbap.org.uk/GenPageText.aspx?id=54 | AC |
| Development pressure | 8. Number of planning applications in the WHS | Annual figure provided by the local planning authorities The total number of planning applications received (granted and refused) gives an indication of development pressure. Comparison with | HH KB RT TS |

| | | | |
|----------------------------------|---|--|--|
| | | national trends is provided by Heritage Counts. If possible, applications affecting the WHS but located outside should also be recorded. The number of planning applications going to appeal. The number and effectiveness of pre-planning application consultations | |
| Change | 9. List of major physical changes within the WHS & record of any loss | Annual monitoring report This should provide a brief description and if possible photography of major physical changes in the WHS (new development, loss of historic buildings or other key features, change of land use, positive management measures, etc). In addition, an assessment of the impact of each development (detrimental / neutral / positive) against a checklist of values based on the statement of significance. List of negative physical impacts and remedial measures in place or recommended. | AF |
| USES & INTERPRETATION | | | |
| Population | 10. Number of people living in the WHS | Census every 10 years – last one in 2001 http://www.statistics.gov.uk/census2001/access_results.asp | PW/RW |
| Tourism | 11. Number profile and satisfaction of visitors to the WHS | Ticket count for paying sites or annual site visitor survey, conducted only at key locations Masson Mill, Cromford Mill, North Mill, Silk Mill rather than the whole site. Site visitor survey to include: <ul style="list-style-type: none"> • % of education visitors • % of foreign visitors and nationality • % of groups • % of repeat visitors • Age split • How many realised they were coming to a WHS % of visitors rating their visit as good and very good | RA CC MS RS MN SB GC |
| | 12. Economic impacts | Assessment of economic impacts based on; Jobs protected Jobs created New businesses attracted to the site/buffer zone/economic zone | SR |

| | | | |
|--------------------------------|---|---|----------|
| | 13. Local Community Involvement | Assessment of level of community involvement including: Number of volunteers Number of people attending Discovery days events Number of people involved in arts projects | AF AW |
| Education and Promotion | 14. Educational resources and activities | Description of the educational resources & activities available (teachers packs, website, education officer, activities on site, etc) specifying age group and links with curriculum Include development of collections policy | AF JW |
| | 15. Number of hits on website | Number of hits on WHS website – Annual review | AF |
| Sustainable transport | 16. % of visitors arriving or travelling within the WHS by other means than car | Site visitor survey including: How did you arrive - car / coach / bus / train / bike / foot Service improvements to railway Description of the public transport provision and of any changes | GB AM |
| Green agenda | 17. Environmental policy | Is there an environmental policy in the WHS Annual figure for electricity generation from water power | JN |
| Climate change | 18. Number of floods | Flood events. | JF |
| MANAGEMENT | | | |
| WHS management | 19. WHS Management Plan | Is there a WHS Management Plan in place | AF |
| | 20. WHS Steering Group | Is there a WHS steering group in place | AF |
| | 21. WHS Officer or WHS team | Is there a dedicated WHS Officer or WHS team in place. Description (number of staff, responsibilities, length of contract) | AF |

ACKNOWLEDGEMENTS

The Derwent Valley Mills Partnership gratefully acknowledges the assistance it has received from all those bodies and individuals who have made an input to the Management Plan, including the following:

David Barrett
Robert Biggs
Peter Billson
Geoff Blissett
Jo Brown
Peter Carney
Roger Catchpole
Chris Charlton
Rachael Coates
Chris Coombs
Annie Cooper
Maxwell Craven
Debbie Court
Gary Ellis
Adrian Farmer
Bob Faithorn
Keith Falconer
David Fraser
James Freeborough
Glynis Foster
Dudley Fowkes
Belper Local History Group
Bob Harrison
Mike Hase
Bob Hawkins
Harry Hopkinson
Jon Humble
Barry Joyce
Adam Lathbury
Adam Menuge

Tom Moat
Alastair Morley
Melanie Morris
Allan Morrison
Andrew Myers
Margaret Nieke
Marion Nixon
Paul Pugh
Tanya Shaw
Annie Simpson
Brian Smart
Sheffield Hallam University School of
Environment and Development
Roger Shelley
Jon Stewart
Pat Strange
Gill Stroud
Chris Telford
Ian Thomas
Rob Thorley
Jonathan Wallace
Paul Warren
Brian Waters
Peter L White
Reg Whitworth
Carl Whysall
Christopher Young