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From: Gill Williamson <[REDACTED]>
Sent: 19 June 2026 16:02
To: Planning Comments (HPBC)
Subject: HPK/2026/0200 and DET/2026/0012

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Dear Sirs

In principle, I have no objections at all to the change of use proposed for the buildings referred to in these applications. To change them to residential meets a local housing need and is harmonious with the restoration and repurposing that has already occurred on the former Otter Controls site.

I have read the proposals at the Town Hall submitted by the Amos Group and there are some elements I find ambiguous. 10 dwellings are proposed for the northern-most building (0200) with part of the existing building's footprint (Discount Store) to be used for either under-cover or un-covered car parking. (Described in the Application as "uncover".) Four dwellings are proposed for the building on the southern side (0012). Apparently, however, none of the dwellings created in either building is to have bespoke off road parking. For whom, therefore, is this parking intended?

A lack of parking and the suggested use of bicycles and buses by the residents of the new dwellings is unrealistic. There are no cycle tracks in Buxton to my knowledge and the roads are frequently narrow in the town, due to the fact that most of the buildings were constructed before cars were invented. As a fit 78 year old, I would never consider cycling within the town, even in good weather. It is simply not possible for vehicles to pass with the legal amount of clearance required, due to the narrowness of the roads and often, additionally, due to parked trade and private vehicles. There is no infrastructure on the Otter Court site for bicycles for those living in flats and there are few places provided with racks outside shops and public buildings around the town, to which bicycles can be secured. The bus services do not necessary take people to where they need/want to go. It would be desirable to have parking for some of the flats and possibly to reduce the residential density for that purpose.

The map marking aspects of the former Otter Controls site embraced by the Application shows not only the two buildings in question (covered by 0200 and 0012) but also a third area. The latter is the current car park for Otter Court flats 1-7, town houses 8,9 and 10, and town houses 11-19. The significance of this highlighting is not evident. As a resident in Flat 6 Otter Court, I would like to understand the intention more clearly.

I have submitted an enquiry to the Planning Department (on 12th June) seeking clarification of the ambiguities but have not received a response.

In summary, I am supportive of the type of conversion proposed but would wish aspects of the detail to be rethought and explained where they are unclear.

Best wishes

Gillian Williamson)Mrs)