

[REDACTED]

From: planningcomments@highpeak.gov.uk
Sent: 30 June 2026 14:58
To: Planning Comments (HPBC)
Subject: Comment Received from Public Access

[REDACTED]

Application Reference No. : HPK/2026/0228 Site Address: Spring Shopping Centre & Land South of Station Road
Buxton Derbyshire Comments by: caroline hollis

From:
53, Washbrook
Level lane
Burbage
Buxton
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Phone: [REDACTED]

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Submission: Not Object
Comments:

I object to these applications because I do not believe sufficient weight has been given to Buxton's heritage significance.

Buxton is one of only two recognised Roman spa towns in England and possesses a unique collection of Georgian, Victorian and Edwardian architecture.

The significance of the town derives not only from individual listed buildings but from its wider townscape, conservation areas, landscape setting and historic character.

The proposed development introduces large contemporary buildings of up to five storeys within the historic core of the town. I am not convinced that the scale, massing and appearance of these buildings adequately respect or enhance the distinctive character of Buxton.

The High Peak Local Plan requires development to respond positively to local character and heritage assets, whilst the National Planning Policy Framework requires great weight to be given to the conservation of heritage assets and their settings.

I therefore ask the Council to refuse the application unless it can be demonstrated that the scheme genuinely enhances Buxton's historic environment and preserves the qualities that make the town unique.

I am concerned that the proposals have evolved significantly from the regeneration concepts originally presented to residents.

Early proposals focused on public realm improvements, enhanced links between the railway station and Spring Gardens, reuse of underutilised buildings and support for retail activity.

The current application is dominated by approximately 332 homes for rent and a substantial increase in residential floorspace.

I therefore question whether the scheme remains primarily a town-centre regeneration project or has it become a residential development that only benefits the owners of said properties.

The application site lies within Buxton's Primary Shopping Area.

Policies CF1 and CF2 of the High Peak Local Plan seek to maintain town-centre vitality, support retail activity and protect the role of shopping frontages.

The proposals involve the loss of significant retail floorspace and a shift towards residential development.

I am concerned that insufficient evidence has been provided regarding the impact upon:

existing retailers;

footfall;

independent businesses;

and the future commercial role of Spring Gardens.

Before permission is granted, the Council should be satisfied that the proposals strengthen rather than weaken Buxton's town-centre economy

I do not believe adequate parking provision has been demonstrated.

The proposals remove approximately 422 centrally located parking spaces and replace them with significantly fewer spaces, many of which depend upon separate applications and future infrastructure.

Buxton serves a large rural catchment area and attracts substantial visitor numbers. Many residents, visitors, older people and those with mobility issues rely upon convenient town-centre parking.

I am concerned about the proposed use of land behind Buxton Station for replacement parking.

Derbyshire County Council has recently supported progression of the Peaks & Dales Line proposal between Buxton and Matlock.

If the railway is reinstated, Buxton could become an important through-station rather than simply a branch-line terminus.

The land surrounding the station may therefore be required in future for:

station expansion;

transport interchange facilities;

active travel infrastructure;

visitor facilities;

and rail-related development.

I have concerns regarding the highway and engineering implications associated with the proposed replacement parking arrangements.

These changes

potentially impact upon protected trees

and the creation of a new vehicle route where pedestrian access currently exists.

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