

[REDACTED]

From: planningcomments@highpeak.gov.uk
Sent: 21 July 2026 08:53
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: James Hornsby
From:

Palace Road
Buxton
Buxton

Phone:

Email: [REDACTED]

Submission: Objection

Comments: I would like to object to the proposed plans.

Volume of residential units:

The number of housing units proposed appears excessive for the area and reframes the scheme as primarily a residential development, rather than a town centre rejuvenation project that was originally proposed.

The provision of car parking for residential units is also a concern and appears to be vastly insufficient. If the intention is for residents to rely more heavily on public transport, it is unclear how local services will be improved to support this, many services are already cut back to the bare-minimum. For example, Northern currently operates a two-hourly train service on Sundays, which is frequently subject to cancellation.

As a Buxton resident who commutes to Manchester by train a few days a week and actively try to use public transport wherever possible, I would still expect to rely on a car for a significant proportion of journeys, as many are not currently feasible via public transport.

There are also broader concerns about the impact of a development of this scale on local services and infrastructure. It is unclear from the application what capacity assessments have been undertaken to consider increased demand for healthcare, education, and other public services.

Additionally, the surrounding road network is already heavily congested. Even with the proposed limited residential parking provision, the volume of additional housing is likely to exacerbate congestion at nearby junctions, which are already frequently brought to a standstill.

Car parking provision:

The proposed reduction in car parking spaces does not appear to adequately consider visitor behaviour. Buxton is a key destination within the Peak District, and more than 80% of visitors to the wider area arrive by car (according to Peak District National Park data). Despite proposed improvements to regional connectivity, high car usage is likely to continue.

If an additional car park is planned (for example, on land behind the station), it is unclear why a corresponding application has not been submitted alongside this proposal to provide a complete picture of the intended future state.

Moreover, a car park away from the current central location may be too far from the town centre to be attractive to shoppers and visitors. This could lead to increased parking pressure on central residential streets, such as Park Road. A significant proportion of parking provision should remain within convenient walking distance of key retail areas, such as Waitrose, as it is unlikely that customers (many of whom in Buxton are elderly) would be willing to transport shopping across major roads and the railway. A poorly located car park could also have a detrimental impact on existing town centre businesses.

Architectural fit and local character:

The proposal suggests that it draws on Buxton's heritage and takes architectural cues from local buildings. However, this is not convincingly reflected in the submitted plans. The development appears more akin to a design approach where it is recognisably 'Capital & Centric' (e.g. taking cues from existing developments Stockport or Manchester), rather than something that is genuinely distinctive to Buxton. A huge Capital & Centric sign on a tower does not reflect the town's heritage.

While the inclusion of outdoor planted spaces and the idea of opening up the River Wye for hospitality uses are welcome (I have been impressed by the outdoor space design in other Capital & Centric developments), there needs to be greater consideration of Buxton's climate. The practicality and usability of these spaces during winter months—or even during a typical Buxton summer—should be more carefully addressed.

Whilst I do not support the proposals in their current form, I am supportive of the principle of redeveloping central Buxton. In particular, the current Springs shopping centre and car park are not in keeping with the town's character, and there is a clear need to create an attractive and accessible pedestrian route between the station and the town centre. A revised proposal which isn't residential-led could achieve this while better addressing the concerns outlined above.

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