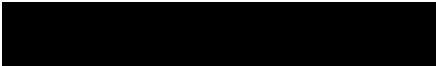




Application Reference No. : HPK/2026/0228 Site Address: Spring Shopping Centre & Land South of Station Road
Buxton Derbyshire Comments by: James RankinTotal Safety Consultancy

From:

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Lightwood Road
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Submission: Objection

Comments: THE COMPREHENSIVE PLANNING & ECONOMIC OBJECTION REPRESENTATION

Project Name: The "Revitalising Buxton" Spring Gardens Regeneration Scheme Subject Applications: HPK/2026/0228 (Full Planning) & HPK/2026/0229 (Listed Building Consent) Target Site: The Springs Shopping Centre, Winster Place, and Land South of Station Road, Buxton, Derbyshire Filing Reference: Technical Community Planning Opposition & Policy Briefing

1. Executive Summary

The proposed £100 million "Revitalising Buxton" masterplan represents the most radical spatial intervention in Buxton's town centre since the late 20th century. While the structural decline of the physical retail footprint of the Springs Shopping Centre is acknowledged, the remedial framework submitted by Capital&Centric (C&C) is structurally, visually, and socially flawed.

This independent assessment demonstrates that the scheme introduces an aggressive, high-density, city-centre Build-to-Rent (BTR) model designed for metropolitan contexts (such as Manchester, Salford, or Sheffield) and forces it onto a historic, high-elevation Derbyshire spa town.

Instead of respecting Buxton's grand, monumental neo-classical and Victorian heritage, the developer relies on "superficial historicism" – the use of localized materials like limestone and gritstone – to justify structural massing, building heights, and flat-roof profiles that systematically violate the local skyline. This report details key structural issues, including the severe threat of ground piling to Buxton's fragile thermal mineral water aquifer, increased phosphate pollution risks in the River Wye, critical parking attrition, class-segregated housing distribution, and the commercial vulnerability of a high street stripped of its anchor tenants. It is the conclusion of this report that the adverse impacts of the current masterplan vastly outweigh its public benefits, and planning permission should be refused.

2. The Detailed Site Block Layout and Flow Mechanics

Understanding the physical relationship between the proposed buildings and how people will move through them is central to identifying the major flaws in this development. This section translates complex technical planning drawings into a clear physical map.

2.1. The Physical Site Blocks: What is Being Built Where?

The Capital&Centric masterplan replaces the monolithic shopping centre with a series of distinct building zones, referred to in planning documents as Blocks:

ı The Upper Terrace (Near the Station): This is the highest point of the site. It features a modern, multi-storey residential block with a distinct, vertical "feature tower" designed to house the public passenger elevator.

ı The Lower Valley Floor (Behind Spring Gardens): This is where the bulk of the 332 build-to-rent apartments sit. The layout drops down in a series of terraced steps. These blocks feature a highly modern, flat-roofed profile, with shops, cafes, and residential lobbies occupying the ground floor.

ı The Linear Waterway (The Centrepiece): Running right through the middle of these blocks is the newly exposed, "daylighted" channel of the River Wye, bordered by hard-landscaped pathways.

2.2. The Physical "Flow" (The Pedestrian Journey)

The "flow" represents the red line on the developer's maps; the path a visitor, tourist, or commuter takes when walking from the train station down into the town centre:

1. Buxton Station Exit

Top Elevation

Pedestrians exit the historic rail station, entering a newly created public plaza on the Upper Terrace.

2. The Terrace Transition

10-Metre Drop

To continue down, pedestrians must choose between a large set of outdoor public steps (terraced landscaping) or the mechanical passenger lift housed in the feature tower.

3. Residential Block Pass-Through

Lower Valley Floor

Pedestrians enter the central residential zone, walking directly alongside the private entrances and courtyards of the newly built apartment blocks.

4. The Linear Waterway Crossing

River Wye Level

The pathway crosses over the exposed River Wye channel via newly constructed pedestrian bridges.

5. Spring Gardens Connection

Bottom Elevation

The flow passes through the ground-floor retail units of the renovated Grade II-listed Winster Place, spilling out onto the historic high street.

2.3. Why the Proposed Layout and Flow Form a Core Objection

While the developer presents this flow as a seamless gateway, its physical implementation introduces three major structural failures:

The Visual "Great Wall" Blockade: Standing on the historic high street of Spring Gardens, the sheer height of the proposed 5-to-6 storey blocks at the bottom of the valley creates an oppressive visual barrier. It blocks natural daylight and severs long-range, skyward views of the surrounding Peak District hills, violating Policy EQ6.

The Stepped Accessibility Trap: The transition from the station relies heavily on outdoor steps. While a public lift is included, relying on a single, outdoor mechanical elevator in a high-traffic public space is a massive planning risk. If the lift breaks down, is vandalised, or is closed for maintenance, the entire "accessible flow" is broken, isolating elderly or disabled visitors.

The Privatisation of Public Space: The pedestrian flow funnels public transit traffic (including late-night commuters, football fans, and tourists) directly through the central, quiet residential courtyards of private rental blocks, creating an inevitable clash between public movement and residential privacy.

3. The "Good": Analysis of Proposed Benefits & Strategic Gains

To mount an effective planning objection, it is vital to first present a balanced validation of the scheme's intended merits. This shows the planning committee that we understand modern town planning objectives, making our subsequent critiques far more devastating.

3.1. Reversing the Structural Retail Deficit (High Street Diversification)

Modern town planning theory, backed by the URBED High Street UK 2020 report, establishes that physical retail space in mid-sized UK towns is over-supplied by approximately 30-40%. Monolithic, enclosed 1980s shopping malls have suffered a terminal decline due to e-commerce.

The C&C masterplan cleans up this footprint by shrinking the retail layout of the Springs from an oversized, vacant mall down to 4,250 sq. m of modern, outward-facing commercial spaces. This aligns with national planning policies to shift town centres from "purely shopping" into "experiential, multi-use hubs".

3.2. Ecological Daylightability: Restoring the Natural Floodplain of the River Wye

The practice of "daylighting" – uncovering rivers buried during the Industrial Revolution or post-war developments – is highly regarded by environmental agencies. According to standard urban river restoration guidelines, daylighting heavily culverted rivers dramatically reduces downstream peak-flow velocities, acts as a natural sustainable urban drainage system (SuDS), and establishes an ecological corridor. By removing the concrete lid off the River Wye, the masterplan replaces a dark, vermin-prone service yard with a blue-green linear park.

3.3. Correcting Historic Infrastructure Fractures (The Gateway Principle)

Excellent urban design requires "legibility" (how easily people can navigate a space) and "permeability" (the ease of physical movement through an area). Historically, Buxton Station has been physically and visually cut off from Spring Gardens by the imposing wall of the Springs Shopping Centre. The proposal of a structural pedestrian corridor, combined with a modern passenger lift, bridges a 10-metre topographical height difference. This makes the town centre instantly accessible to public transport commuters and tourists, encouraging active travel.

3.4. Economic Densification: The "Built-In" Town Centre Consumer Pool

National research demonstrates that the single most effective way to sustain high-street businesses is to locate a dense concentration of residents directly next to them. Introducing 332 residential units will bring an estimated

800+ active consumers into the immediate core of the town. Unlocking this population base provides a consistent, non-seasonal economic floor for Buxton's high-street economy.

4. The "Bad": Deep-Dive Technical Negative Critiques & Structural Risks

4.1. Transport & Parking Attrition: Severe Under-Capacity and the Gridlock Effect

The proposal to demolish the Springs Shopping Centre car park removes the most accessible, flat, high-volume parking facility in Buxton, creating a dangerous deficit in overall parking capacity.

¿ The Matlock Bath Precedent (Loss of Coach & Visitor Space): We do not have to look far to see the catastrophic economic impact of removing parking in a Derbyshire tourist town. In nearby Matlock Bath, when the Station Coach and Car Park was taken out of service, the lack of dedicated, flat parking immediately deterred coach operators and regional drivers from bringing tour groups to the town. The sudden drop in coach-borne and drive-in visitors had a devastating, immediate impact on trade for local cafes, gift shops, pubs, and restaurants. Replicating this exact "parking vacuum" in Buxton will starve Spring Gardens of the regional, drive-in visitor footprint.

¿ The Direct Economic Risk (Matlock's Parking Spending Drop): When parking availability is squeezed, the financial impact on local shops is direct. In Matlock, local traders reported a sharp, immediate decrease in overall high-street spending. Shoppers didn't just adapt; they spent less time in town, reducing the cash flow of independent businesses. If Buxton removes convenient central parking, we will actively drive shoppers to out-of-town retail sites, starving Spring Gardens of thousands of pounds in weekly revenue.

¿ The Westfield Capacity Warning (The Gridlock Effect): We must look at the well-documented failures of large-scale retail and mixed-use developments like Westfield, which are notorious for severe parking capacity shortages. By under-provisioning parking spaces relative to the massive footprint of retail and residential units, these developments suffer from constant gridlock. Shoppers routinely face long queues just to enter, circle endlessly for spaces, or ultimately abandon their trips out of sheer frustration.

¿ Applying the Capacity Crisis to Buxton: The Capital&Centric masterplan makes the exact same mathematical mistake. It proposes to add 332 residential units (bringing hundreds of new resident vehicles) while simultaneously demolishing the town's primary 450-space car park. Relying on a smaller, hypothetical 200-space station depot site creates a massive capacity deficit. Just like at Westfield, this lack of physical spaces will create a high-friction environment. Faced with gridlock and a lack of guaranteed parking, regional day-trippers will simply bypass Buxton entirely.

¿ The Basket-Size Disconnect: While public transport users visit town centres more frequently, data from the Welsh Government's report Assessing the Impact of Car Parking Charges on Town Centre Footfall demonstrates that car-borne visitors consistently base their shopping duration and spend on parking ease and proximity. The study emphasizes that the "proximity of parking to the intended destination" and "availability of spaces" are critical determinants of consumer spend and dwell time. Removing immediate, flat parking and replacing it with a steep, station-adjacent parking lot will cause regional consumers to bypass Buxton entirely, accelerating "economic leakage" to out-of-town retail parks in Macclesfield or Stockport.

¿ Topographical and Accessibility Barriers: Buxton Station sits at a significantly higher elevation than the valley floor of Spring Gardens. Expecting elderly visitors, young families, and disabled shoppers to park at the station depot and navigate a steep gradient is completely unrealistic—even with a proposed public lift.

4.2. Aesthetic Destruction & Heritage Threat: Comparative Spa Town Precedents

Unlike low-rise, honey-stone Cotswold villages, Buxton's identity is shaped by monumental, imposing architecture built of massive Derbyshire gritstone and dark Carboniferous limestone. Its historic character is defined by landmarks like John Carr's majestic Buxton Crescent and the towering Devonshire Dome.

The current C&C proposal fails to respect this grand vernacular, threatening to introduce a flat-roofed "concrete jungle" that sits at odds with the town's heritage. The planning committee should look to successful precedents established in other major UK spa towns that prioritized conservation in their regeneration:

A. Topography, Landscape & Visual Impact: The "Natural Bowl" Precedent (Bath)

Buxton is topographically unique; like Bath, it is situated in a natural basin surrounded by dramatic hillsides. Under High Peak Local Plan Policy S7 (Buxton Sub-Area Strategy), new developments must protect and enhance the unique landscape setting of the town.

¿ The Bath Precedent: Bath's core planning strategy strictly protects the "bowl" topography of the city. Bath prevents tall, high-density residential blocks from breaking the green skyline or interrupting views of the surrounding hills from the valley floor.

¿ The Objection: The proposed height and massing of the development blocks ignore this geographical constraint. By introducing modern, high-rise, high-density massing, the scheme will sever critical visual links between the historic town center and the surrounding Peak District landscape, directly violating Policy S7.

B. Scale, Vernacular, and Public Realm Integrity (Royal Leamington Spa)

Buxton's identity is defined by monumental, civic-scaled architecture—namely Georgian symmetry and Victorian villas—rather than dense, modern urban clustering.

¿ The Leamington Spa Precedent: In Royal Leamington Spa, recent major regeneration frameworks successfully revitalized the town's center. They achieved this not by introducing high-density anomalies, but by strictly enforcing height and design restrictions that honor the existing Regency street layout and building heights.

¿ The Objection: The proposed scheme introduces an alien, high-density layout that completely clashes with Buxton's spatial layout. Instead of maintaining consistent, respectful building heights (as demonstrated in Leamington), the applicant's proposal crams excessive multi-story blocks into a highly sensitive historic setting, degrading the visual harmony of Buxton's historic streetscape.

C. Heritage-Led Regeneration vs. Town Cramming (Harrogate)

The applicant argues that the proposed high density is necessary for economic viability. However, national precedents prove that historic spa towns thrive on a Heritage-Led Regeneration model, not over-development.

¿ The Harrogate Precedent: Harrogate's Town Investment Plan prioritizes "heritage and community-focused growth." Harrogate has rejected the concept of "town-cramming" in its town center, opting instead to protect historic open/green spaces and restore local stone structures as the anchor for modern retail and residential growth.

¿ The Objection: The proposal represents a regressive "town-cramming" approach. By prioritizing maximum unit density over the conservation of Buxton's unique gritstone and limestone architectural heritage, the developer is ignoring national best practices in spa town regeneration. High-quality growth can and should be achieved at a respectful scale that preserves the historic fabric of the town.

4.3. High Street De-Anchoring, Commercial Instability, and the Westfield Warning

The masterplan slashes the town's retail footprint down to 4,250 sq. m of commercial space, primarily carved up into micro-units for independent, boutique retail.

¿ The Loss of National Anchors: Large-format retail units (such as supermarkets, department stores, or national clothing brands) serve as "anchor tenants". According to the Journal of Place Management and Development, anchor stores are vital in generating footfall that feeds nearby smaller shops. Without a major national anchor in the

town centre, regional shoppers will bypass Buxton entirely in favor of out-of-town retail parks in Macclesfield or Stockport.

⚠ The Seasonal Vulnerability of Independents: While independent cafes and boutique shops are culturally valuable, they are highly sensitive to seasonal tourist fluctuations. Relying on micro-retailers to anchor a £100 million development without the stabilizing presence of national brands introduces severe long-term financial vacancy risks.

⚠ The Westfield Warning: It is easy to get swept up in the excitement of shiny new renders, but we must heed the warning of larger-scale developments like Westfield. When major retail developments focus entirely on grand aesthetic structures without integrating local, independent flow and practical town accessibility, they risk creating sterile environments that struggle during broader economic shifts. Buxton is a historic spa town; if our design mimics a generic "Westfield-style" indoor layout rather than a seamlessly integrated, accessible extension of Spring Gardens, we risk alienating the local community.

4.4. Hydrogeological & Ecological Safeguards: Protecting Buxton's Thermal Spa Waters & River Wye SAC

Unique to Buxton is the delicate nature of its thermal mineral water aquifer, which is heavily protected under the Water in Buxton Supplementary Planning Document (SPD) (Adopted Dec 2021).

High Peak Local Plan Policy S7 and EQ1: Development must not compromise the flow, temperature, or quality of the Buxton Mineral Water Catchment Area, nor increase phosphate levels in the River Wye (Peak District Dales Special Area of Conservation - SAC).

⚠ Subterranean Risk: The thermal spring water flows through a sensitive network of micro-fractures in the Carboniferous Limestone. The heavy, deep piling foundations required for high-density, multi-story blocks present an unacceptable mechanical risk to these fragile underground pathways.

⚠ Phosphate Loading: High-density residential planning dramatically increases wastewater output. Under the Water in Buxton SPD, developers must demonstrate strict water-efficiency measures (meeting the target of 110 liters per person per day) to avoid adding to the phosphate load at the Buxton Sewage Treatment Works, which directly discharges into the protected River Wye. The current application lacks the comprehensive hydrogeological and ecological assessments required to guarantee these protections.

⚠ The Rochdale (River Roch) Case Study (Done Right): In 2016, Rochdale successfully daylighted the River Roch, winning national urban planning awards. However, that scheme was a nature-first project. It created wide, open, green, step-banked riparian zones designed to absorb peak floodwater naturally and provide a genuine sanctuary for native trout, kingfishers, and flora.

⚠ The Buxton "Concrete Trench" Flaw: By contrast, Capital&Centric's plan treats the river as a narrow, hard-landscaped, concrete-sided trench squeezed directly between towering, high-density residential blocks. Squeezing a fast-flowing, flood-prone limestone river into a shadowed urban canyon increases flood-risk velocities and prevents the establishment of a genuine biodiverse habitat. Furthermore, the intense mechanical vibrations required to smash apart the deep concrete culverts directly adjacent to the Grade II-listed Winster Place present a severe risk of structural cracking and subsidence.

4.5. Socio-Spatial Segregation: Off-Site Displacement of Social Housing to Fairfield

To offset the lack of affordable housing on-site, the Council announced it will build 100 new council homes on Granby Road in the Fairfield area, while the 332 town centre homes will remain almost entirely market-rate Build-To-Rent.

⚠ Creating a Class Divide: By concentrating high-end, premium market-rate rental apartments in the newly regenerated town centre while banishing the 100 affordable council homes to the outlying suburb of Fairfield, the council is actively encouraging spatial segregation.

❧ Transport and Isolation Hurdles: Fairfield is physically isolated from the town centre by railway lines and steep topography. Low-income residents placed in these peripheral council homes will face immediate transportation barriers, lacking direct, walkable access to the town's primary transport hubs, medical facilities, and job opportunities. This flies in the face of modern, inclusive town planning.

4.6. Infrastructure Collapse: Straining Public Services & Utilities

The proposal includes 332 new residential units. Based on average occupancy, this introduces between 600 to 800 new residents into the immediate town centre.

❧ GP and Healthcare Deficits: Local GP surgeries and NHS dental practices in the High Peak are already operating at or beyond safe clinical capacity limits. The developer has provided no concrete proposals or Section 106 healthcare infrastructure funding to expand local practice capacities to handle this sudden influx of hundreds of new patients.

❧ Utility and Sewage Overload: Placing 332 modern kitchens and bathrooms onto the historic valley floor puts immense pressure on a Victorian-era municipal sewage system that is already prone to overflow issues during heavy Peak District rainstorms.

❧ Educational Shortfall: The masterplan lacks a dedicated assessment of local primary and secondary school placements, risking a severe school capacity deficit for families moving into the area.

❧

5. Capital&Centric (C&C) Comparative Case Studies

Evaluating Capital&Centric's existing portfolio reveals a pattern of metropolitan styling and execution issues that raise red flags for Buxton:

❧ Farnworth Green (Bolton): A highly comparable "precinct-to-neighbourhood" transformation. While successful in removing an ugly 1960s eyesore, the final design has been criticized for its stark, blocky, monolithic appearance that sits uncomfortably alongside Farnworth's remaining traditional red-brick architecture. It proves that C&C's default aesthetic is aggressively modern and urban, with little room for regional nuance.

❧ Weir Mill (Stockport): This project involved converting a massive historic mill alongside a new-build 14-storey tower. While the heritage restoration is positive, the sheer height and scale of the new-build elements completely dominate the local skyline, demonstrating a developer bias toward maximum density over sympathetic town integration.

6. Proactive Regeneration Strategy: Direct Action for Existing Tenants

Instead of designing the space in a vacuum and hoping tenants sign up later, the council and developers should be actively talking to the major chains and local anchors currently operating in the mall right now.

We have established brands anchoring our retail footprint, alongside brilliant local players:

❧ Next

❧ Holland & Barrett

❧ Buxton Brewery

These businesses are already committed to Buxton, but their future presence depends entirely on whether the new space meets their physical and operational realities.

The Immediate Outreach Strategy

We must engage these specific managers and regional directors immediately with a direct, collaborative questionnaire:

1. Space & Footprint: What are your exact square footage requirements? Do you need single-level trading, or is a split-level layout viable?
2. Back-of-House & Logistics: What are your specific loading bay, ceiling height, and stockroom delivery access requirements?
3. Customer Parking & Layout: What level of nearby parking is required to keep your customer base viable? Would a click-and-collect dedicated parking layout alter your space requirements?
4. Design Collaboration: Would you be willing to sit down with the design team at this stage to review the preliminary blueprints, ensuring the units are "ready to go" and custom-fitted to your brand standards from the moment construction finishes?

By engaging these key players today, we de-risk the development by securing early buy-in, ensuring we don't build empty white-box units that no modern retailer can actually use.

7. Statutory Planning Policy Violations Matrix

To mount a legally sound, formal objection that planning officers cannot dismiss, we must map these negative points directly to violations of local and national planning policies:

Policy Framework	Specific Policy	Nature of Violation by C&C Masterplan
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High Peak Local Plan	Policy EQ6 (Design and Place Making)	The height, massing, and flat-roofed silhouette of the residential blocks dominate and overpower the domestic, human-scale shopfronts of the Spring Gardens conservation area.
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High Peak Local Plan	Policy EQ7 (Built & Historic Environment)	The setting of the Grade II-listed Winster Place is compromised. The building is effectively reduced to an entrance visual for a dense, modern apartment block, failing to "preserve or enhance" its heritage context.
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High Peak Local Plan	Policy S7 (Buxton Sub-Area Strategy)	Failed to provide a Hydrogeological Risk Assessment proving deep structural piling will not disrupt or contaminate the mineral water aquifer. Also violates landscape protections by severing town-to-hillside visual corridors.
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High Peak Local Plan	Policy CF1 (Retail and Town Centres)	The permanent removal of 450 parking spaces without an equivalent central replacement will cause demonstrable economic harm to high street footfall and independent retailers.
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High Peak Local Plan	Policy CF6 (Accessibility & Transport)	Demolishing a major central car park prior to the completion of an immediate, high-capacity, step-free replacement fails to sustain the town's accessibility needs, harming local business viability.
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High Peak Local Plan	Policy CF7 (Planning Obligations)	The introduction of ~332 dwellings places undue strain on local GPs, dentists, and schools without sufficient Section 106 mitigation.
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National Planning Policy Framework (NPPF)	Paragraph 195 (Conserving & Enhancing Heritage)	The scheme introduces visual "harm" to the Buxton Conservation Area that is not outweighed by public benefits, particularly when alternative, lower-density, pitched-roof designs could achieve the same housing targets.
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Town & Country Planning Act 1990 Section 72 (Conservation Areas) The council has a statutory duty to pay special attention to the desirability of preserving or enhancing the character of conservation areas. Approving these high-density, flat-roofed blocks violates this legal duty.

8. My qualifications to speak on the subject

I am a fire risk assessor, running my own business from the town doing residential, blocks of flat and not commercial. Have worked on similar projects to this.

I do POS & Public Open Space assessments for Rendall and Rittner and Ballymore in London for designs such as this.

I am also a landlord of several blocks of flats with commercial space below

FORMAL OBJECTION SUBMISSION TEXT

RE: Planning Application HPK/2026/0228 & HPK/2026/0229

I am writing to formally OBJECT to the proposed redevelopment of the Springs Shopping Centre and the associated works at Winster Place. While I support the regeneration of this underutilised site in principle, the proposed scheme represents a significant over-development that violates several key policies in the High Peak Local Plan and National Planning Policy Framework:

1. VIOLATION OF POLICY EQ6 & POLICY S7 (HERITAGE CLASH & LANDSCAPE IMPACT):

The scale, height, and massing of the proposed 5-to-6 storey flat-roofed residential blocks are fundamentally inappropriate for Buxton's sensitive, historic valley floor. Following established design precedents in historic spa towns such as Bath, Harrogate, and Royal Leamington Spa, development must protect natural valley views and respect traditional architectural heights and scales. The proposed scheme introduces an alien, city-centre density that breaks the green skyline and visually smothers our historic core.

2. HYDROGEOLOGICAL VIOLATION OF POLICY S7 & "WATER IN BUXTON" SPD:

The applicant has failed to provide a Hydrogeological Risk Assessment proving that deep structural piling on this site will not disrupt or contaminate the micro-fractured Carboniferous Limestone aquifer supplying Buxton's historic thermal mineral water springs. Furthermore, the high-density layout risks introducing critical phosphate-loading into the River Wye (Peak District Dales Special Area of Conservation) via the local sewage network.

3. VIOLATION OF POLICY CF1 & CF6 (ACCESSIBILITY AND TRANSPORT):

The demolition of the Springs multi-storey car park prior to the completion of an operational, level-access replacement creates a multi-year "parking vacuum." This will severely harm central footfall, damage independent retail, and negatively impact the local tourist economy, as was seen following parking losses in nearby Matlock Bath.

4. VIOLATION OF POLICY CF7 (PLANNING OBLIGATIONS):

The introduction of ~332 dwellings (approx. 700+ residents) places undue strain on local GPs, dentists, utilities, and schools without sufficient developer-funded Section 106 mitigation.

5. SOCIAL INEQUALITY:

Socio-spatial segregation is actively encouraged by exiling the 100 proposed affordable family homes to the peripheral suburb of Fairfield, while reserving the central town-centre BTR units almost entirely for premium, market-rate rentals.

I urge the Development Control Committee to refuse these applications in their current state and request a revised, lower-density masterplan that respects Buxton's historic scale, hydrology, and immediate local needs.

9. References

- ¿ High Peak Local Plan (Adopted 2016) ¿ Key policies cited: Policy S7 (Buxton Sub-Area Strategy), Policy EQ6 (Design and Place Making), Policy EQ7 (Built & Historic Environment), Policy CF1 (Retail and Town Centres), Policy CF6 (Accessibility & Transport), and Policy CF7 (Planning Obligations).
- ¿ Water in Buxton Supplementary Planning Document (Adopted Dec 2021) ¿ Guidance on the protection of thermal mineral waters and reducing phosphate impacts on the River Wye and Peak District Dales Special Area of Conservation (SAC).
- ¿ National Planning Policy Framework (NPPF) ¿ Section 16: Conserving and enhancing the historic environment (Paragraph 195).
- ¿ URBED / Institute of Place Management (IPM): "High Street UK 2020" ¿ A comprehensive research study into the key factors impacting the vitality, viability, and retail-mix diversification of UK high streets.
- ¿ Welsh Government: "Assessing the Impact of Car Parking Charges on Town Centre Footfall" (MRUK Research, March 2015) ¿ Independent empirical research assessing the critical links between off-street parking availability, proximity, dwell time, and town centre retail spending.
- ¿ Historic England: "The Setting of Heritage Assets" (Planning Note 3) ¿ Best practice guidance on managing physical volume, materials, and structural massing near listed structures and conservation areas.

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