

Head of Development Services
High Peak Borough Council
Town Hall, Market Place
BUXTON
Derbyshire
SK17 6EL

Highway Officer: Adrian Martin
Our ref: HPBC/2026/017698
Your ref: HPK/2026/0228
Date: 23 July 2026

Dear Bob Phillips

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: Full Planning Permission for the repurposing of part of the existing Spring Gardens Shopping Centre, including partial demolition, and new development to create a series of development blocks to deliver residential units (Use Class C3) and commercial floorspace (to include flexibility for Use Classes E -commercial, F1 - learning and non-residential institutions, and Sui Generis - drinking establishments, cinema), new public realm and landscaping to include public squares and residential courtyards, new car parking and associated works.

LOCATION: Spring Shopping Centre & Land South of Station Road
Buxton

Derbyshire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 recommends that the application is **deferred** pending additional information.

There are a number of items within the submitted Transport Assessment which require clarification or further information to allow the LHA to fully understand the potential implications of the proposed development on the highway network as well as

availability of the existing public car parks in Buxton to accommodate any displaced parking.

The proposed provision of 124 private parking spaces serving 332 residential units appears relatively high for a development in this highly accessible town centre location. The level of parking proposed has the potential to encourage car ownership and use, which may undermine the site's ability to promote sustainable travel behaviours amongst future residents. It is suggested that consideration be given to the residential element of the development being car free or having a further reduced number of parking spaces.

It is also unclear how the residential parking spaces would be allocated and managed.

Further information should be provided regarding:

- Whether spaces will be allocated to individual units.
- Whether a permit-based system is proposed.
- How visitor parking demand will be managed.
- Measures to prevent overspill parking and unnecessary circulation of vehicles searching for available spaces.

A robust Parking Management Strategy should therefore be secured through the planning process but preferably should be submitted at this stage.

The proposal would also reduce publicly accessible parking from 431 spaces to 140 spaces, representing a net loss of 291 spaces. While the Transport Assessment suggests that displaced parking demand could be accommodated elsewhere within the town centre, insufficient evidence has been provided demonstrating available spare capacity within existing car parks. Reference is made in the TA to a potential new facility off Palace Road; however, this application has been assessed on its own merits without any new separate parking facilities being part associated with the development. Consequently, it has not yet been demonstrated that the loss of public parking can be accommodated without adverse impacts on town centre accessibility and parking availability.

A comprehensive parking assessment should therefore be provided to demonstrate how displaced parking demand will be accommodated and whether any replacement parking provision is required.

As recognised in the TA, works are proposed on Station Road to implement with the emerging White Peak Loop (WPL), a priority Derbyshire County Council active travel project. The proposed site access off Station Road is required to be laid out to provide pedestrian and cycle priority instead of the design submitted as part of this application.

The applicant/agent is required to address the issues in the aforementioned comments and on receipt of further information, additional LHA comments will be provided.

Yours sincerely,

Adrian Martin

Transport Development Management