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Application Reference No. : HPK/2026/0228 Site Address: Spring Shopping Centre & Land South of Station Road
Buxton Derbyshire Comments by: Buxton Town Team Sustainable Travel Steering Group

From:
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Phone:
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Submission: Neither
Comments: Planning Consultation Response

Overall Position

Please note that Buxton Town Team's Sustainable Travel Steering Group are responding solely to the travel and transport elements of the C & C application.

We are broadly supportive of the aspiration indicated in the proposal to deliver a low-car, high-density, mixed-use scheme. Higher-density development in town centres is an important part of reducing car dependency, limiting urban sprawl, and supporting sustainable travel choices. We particularly applaud the proposed appointment of a Travel Plan Co-ordinator to help achieve these objectives.

Concentrating new homes within walking distance of existing services and public transport reduces the need for longer car journeys while increasing footfall for local businesses. A larger residential population in the town centre also supports a more vibrant daytime and evening economy and can improve perceptions of personal safety through increased activity outside traditional business hours.

It almost goes without saying that it is vital that car parking access to businesses remains viable and easy to use throughout the development build process. We anticipate that this will be carefully considered and planned from the outset to avoid any disruption.

Whilst we support the overall vision, we believe several aspects of the transport strategy could be strengthened to maximise the success of the proposed low-car development.

Pedestrian Crossings

We would strongly encourage the use of raised table crossings rather than signal-controlled pelican or toucan crossings where appropriate. Ref: Transport Assessment (2) 1.13

Raised table crossings:

• physically slow approaching vehicles;

- ¿ provide a continuous level walking surface;
- ¿ improve accessibility for wheelchair and pushchair users and people with mobility impairments;
- ¿ create a more attractive pedestrian environment.

In particular, we support a wide raised zebra crossing, fully lit at night, across Station Road aligned with the proposed pedestrian lift and staircase. This should also accommodate bike crossings at this point. This would create a direct, legible and accessible route between the railway station, the new car park and the shopping and residential areas. We would also suggest a 20 mile an hour limit along the length of Station Road. We are aware, however, that this is a separate planning issue to be determined by DCC Highways.

Car Parking

Locating parking adjacent to the railway station and connecting it directly to the town centre via the proposed lift and covered walkway has the potential to create an alternative parking choice whilst distributing traffic more effectively across the network.

We acknowledge the Transport Assessment's evidence that existing parking is currently adequate other than the Blue Badge provision. However, the application notes that there are currently 431 (407 + 24 Blue Badge) car parking spaces in Spring Gardens and Wye St. with occupancy of 70% (weekdays) and 80% (weekends). Based on 327 new apartments and 5 town houses, the application proposes a new carpark with 120 spaces for residents and 140 public spaces (of which 12 are for Blue Badge holders).

This provision is based on an assumption that 36% of flat dwellers will drive to work (2021 census data) and hence 36% of 327 gives approximately 120 spaces required. The application notes elsewhere that the rate of car ownership for apartments in central Buxton is ~50%. It would be more correct to use this value to derive car parking requirements rather than commuter estimates, as it is reasonable to expect people to own cars for other reasons rather than commuting.

Using car ownership of 50% gives a requirement of ~165 spaces, i.e. ~45 cars will be looking for a car parking space, either in the public car park or the surrounding streets.

Post-development, the total parking provision to non-residents would be 140 in the new development car park and 200 in the new Palace Road car park, i.e. 340. If 40 of these are taken up by development residents, this gives ~300 available spaces against the existing 431, i.e. a reduction of 130. It is not reasonable to automatically assume that this could be accommodated within the existing town car parks, especially with regard to supermarket customers doing the weekly shop.

It should also be noted that there is a 50% reduction in disabled parking spaces (24 to 12) in the immediate vicinity of Spring Gardens, and it is not reasonable to expect that these users will be able to use alternative car parks.

Taking into account the comments above, we strongly suggest the following measures:

- ¿ While some limited allocation may be required for some residents there should be a minimum of ten dedicated Car Club places provided with EV charging points.
- ¿ Consideration should be given to providing one or two hours of free parking for customers of participating businesses redeemable against a purchase.

We recognise that many of the proposed one-bedroom apartments are likely to appeal to residents with lower levels of car ownership. However, displacement of parking onto surrounding streets remains a concern.

To address this, we suggest consideration of:

- ¿ a robust parking enforcement strategy;

- greater coordination between the Borough Council, County Council and Police;
- using Section 106 funding to support additional parking enforcement resources where appropriate.

Car Club provision

A car club is a pay-as-you-go car-sharing service that allows members to rent vehicles by the hour or day. It serves as a cost-effective alternative to private car ownership, covering expenses like fuel, insurance, tax, and maintenance within the membership and rental fees. Users typically join as a member, book a car using a mobile app, unlock it with their phone, and drive.

We strongly suggest

- A car club should be established as part of the development and should include a minimum of ten dedicated+ parking bays with EV charging points
- Membership of the car club should be included within the management arrangements for rental properties and included in purchasers of new homes.
- The car club should also be readily available to the wider Buxton community.

The extensive list of the Travel Plan Co-ordinator role does not currently include this important concept which could really address some parking issues as well as promoting sustainable travel.

Ble Badge car parking

We do not consider that the allocation of accessible parking is sufficient for a population of higher than national age. The allocation is lower than the current provision, often under capacity, which can be readily observed. We acknowledge that the additional town parking, to be developed behind the station, will be required to provide accessible parking but it is relatively remote from the shopping centre and involves crossing a busy main road.

Residential Cycle Parking Provision

Cycle parking is one of the most important elements of delivering a successful low-car development.

Although the proposal meets current Local Plan standards by providing one cycle space per dwelling, this falls significantly below the recommendations contained within Active Travel England's LTN 1/20 guidance, which recommends one cycle parking space per bedroom.

As the Transport Assessment relies upon LTN 1/20 elsewhere to justify reduced car parking provision, the same guidance should also be applied to cycle parking.

We therefore recommend:

- increasing residential cycle parking provision wherever possible;
- aiming to provide one cycle space per bedroom;
- ensuring all residents, including those without car parking spaces, have access to secure cycle storage.

Cycle storage should also accommodate a wider range of cycle types, including:

- cargo bikes;
- adapted cycles;

• tricycles.

Storage areas should be designed to allow easy access without unnecessary barriers while remaining compliant with fire safety requirements.

eBike Storage and Charging

No provision appears to have been made for charging electrically assisted pedal cycles (EAPCs).

Given Buxton's topography, eBikes have significant potential to increase cycling across all ages and abilities and should form part of the sustainable transport strategy.

We therefore request clarification that:

- residents will be permitted to store legal manufacturer-produced eBikes;
- appropriate charging facilities will be provided within dedicated cycle storage areas where possible.

Cycling and Walking Network

The Transport Assessment notes that all of Buxton lies within a 30-minute cycling catchment.

Whilst technically correct, this does not reflect the current quality of cycling infrastructure. Large parts of the town remain inaccessible to many potential cyclists because safe routes are either incomplete or absent.

In particular:

- the A6 corridor from Dove Holes;
- the A515 corridor;
- routes serving Fairfield;

remain unsuitable for many users.

The White Peak Loop will improve connectivity but does not address these wider network deficiencies.

If the developer's low-car aspirations are to be realised, significant investment will also be required in:

- safe cycle routes;
- safer streets;
- improved crossings;
- additional cycle parking;
- connections to surrounding communities.

Whilst these improvements cannot all be delivered within this application, the development will increase demand for them. We therefore ask that Section 106 contributions towards wider active travel infrastructure are fully explored in addition to commitments already made from other sources for the White Peak Loop.

Station Road and White Peak Loop

The proposed alterations to Station Road, Palace Road and the new station car park will interact closely with the planned White Peak Loop.

Although these schemes fall under different authorities, they should be considered together to ensure the overall transport network functions effectively.

We will welcome the opportunity to comment on DCC's detailed highway proposals for Station Road when presented.

Travel Plan

N.B:

The Travel Plan refers users to routes put forward by Buxton Town Team. However, these routes are currently not operational or funded, with the exception of sections associated with the White Peak Loop.

The Travel Plan should therefore be updated to reflect current provision and avoid relying on routes that are not yet available.

July 2026

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