



CHAPTER 6: TOWN CENTRES AND RETAILING

Introduction

- 6.1 The town centre is a focus for the community, and gives each community its particular identity. Town centres are much more than shopping centres. They provide employment and homes and are a focus for leisure and entertainment, tourism, community facilities and transport interchange. Increasingly new town centre developments are taking the form of mixed-use developments providing a range of activities.
- 6.2 The High Peak is fortunate in having town centres with strong identities which add much to the character and attractiveness of the area. They have avoided the worst of the standard forms of commercial development of the 1960s and 1970s and remain largely unspoilt. However, in some respects these centres are "under-performing" in their contribution to the quality of life and to the social and economic health of the Borough. Despite the availability of interesting development opportunities new town centre development has not kept pace with population growth or modern expectations. The lack of new investment has enabled other competing centres to take advantage.
- 6.3 The High Peak also experiences the perennial problem which affects many town centres and historic towns in particular - that of catering for traffic movements and car parking whilst at the same time conserving and enhancing the environment and providing safe and attractive streets and spaces for pedestrians.
- 6.4 There is a need to take positive steps to help revive the town centres, both to meet the needs and expectations of the community and to encourage more visitors. The town centres continue to play an essential role in providing a wide range of shopping and other activities. Because these activities are concentrated within easy walking distance they enable a single journey to be used for several purposes. They are also the most accessible locations by public transport.



Role of the Local Plan

- 6.5 The nature of town centre development is such that it is difficult and often not particularly helpful to make firm land use allocations. There is a need to maintain enough flexibility to respond positively to development opportunities as and when they come forward. The main role of the Local Plan is therefore to establish a framework and an attractive climate for new town centre development and investment.
- 6.6 More specifically, the Plan:
- defines the areas within which town centre policies will apply;
 - considers the importance of retailing and other development to the viability and vitality of town centres, including a recognition of the potentially damaging effects of out-of-centre shopping on nearby centres as a whole;
 - recognises the importance to village life and local neighbourhoods of small local shops meeting day-to-day needs;
 - identifies the main opportunities for high quality, comprehensive development schemes; and
 - outlines the main land use proposals and order in which sites should be considered for development and related measures which the Council is pursuing in individual town centres.

Policies and Proposals

The High Peak's Centres

- 6.7 The High Peak has a hierarchy of town centres. Glossop and Buxton are clearly the major centres in terms of their size and the number and range of shopping and other facilities available. These are the centres with the most significant development opportunities and potential for growth.
- 6.8 Hadfield, New Mills, Whaley Bridge and Chapel-en-le-Frith also have town centres with a strong identity characterised by traditional shopping areas, and which fulfil an important, but more local role. They are second tier centres compared with Glossop and Buxton.
- 6.9 The larger villages of Charlesworth, Hayfield and Chinley also have distinct and attractive centres, though their influence is more limited than the second tier centres.



- 6.10 Policies are intended to sustain and enhance the vitality and viability of centres, to promote and encourage high quality mixed use developments and to focus development (especially retailing) in locations which promote competition and maximise the opportunity for using transport other than the car. Town centres contain, and should retain a wide range of uses that need to be accessible to a large number of people, including housing, employment, shopping, offices of local and central government, leisure and entertainment, hospitals and higher education. Thus, although retailing should continue to underpin such centres, it is only one of many components in a healthy town centre.
- 6.11 The town centres are also amongst the priority areas for the Borough Council's own capital spending programmes so it is important that they are clearly defined. The town centre boundaries are shown on the Proposals Map. The policies in this chapter are in two sections:
- i) Policies applying to all town centres
 - ii) Policies specific to particular centres

Policies applying to all town centres

TC1 - TOWN CENTRES

WITHIN TOWN CENTRES PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT WHICH SUSTAINS AND ENHANCES THE VITALITY AND VIABILITY OF THE CENTRE.

THE TOWN CENTRES WILL COVER THE AREAS DEFINED ON THE PROPOSALS MAP FOR THE FOLLOWING TOWNS:

- **GLOSSOP**
- **HADFIELD**
- **NEW MILLS**
- **WHALEY BRIDGE**
- **CHAPEL-EN-LE-FRITH**
- **BUXTON**

Town Centre Environment

- 6.12 The High Peak's town centres have many opportunities and problems in common. Each not only provides services for residents, but also attracts tourists and day-trippers, many of whom are visiting the Peak District National Park, but relying on the surrounding towns as a base. There is a clear need to maintain and enhance the standard of services and quality of environment for tourists as well as for residents. Town centre management plays an increasingly important role in maintaining vital and viable town centres. The Council is playing its part through various measures:



- The Council is working in partnership with traders and local groups to promote town centre improvements and initiatives such as The Buxton Partnership, Glossop Town Centre Partnership, Whaley Bridge Regeneration Partnership and Chapel-en-le-Frith Regeneration Partnership. These partnerships are producing vision statements and business plans to help promote appropriate town centre developments
- Town Centre management programmes cover such matters as the maintenance of highways, open spaces, lighting, public buildings, signing, litter and street cleaning, anti-vandalism, disabled access and public conveniences;
- All the town centres, except Hadfield, are covered by Conservation Areas;
- The Borough Council, English Heritage and Derbyshire County Council jointly fund Heritage Economic Regeneration Schemes in Buxton, New Mills and Chapel-en-le-Frith through which sympathetic repair of important historic buildings, many of which are in the town centres, enhancement and restoration works can be grant-aided;
- There is a programme of environmental improvement and/or conservation area enhancement schemes for each town centre, including measures in some areas to reduce the dominance of the motor vehicle;
- Guidance leaflets have been published to assist developers on appropriate detailing of shopfronts, advertisements, security shutters etc. to illustrate how commercial development can best be accommodated within a sensitive historic setting;
- The Pavilion Gardens Park in Buxton has recently been improved and further car parking improvements are proposed in Buxton and Hadfield to provide 'Secured Car Park' status.
- The location of bus stops, taxi ranks and 'disabled badge' parking is being reviewed to improve facilities and accessibility to shops and services.

6.13 Developers also have an important part to play in improving the town centre environment. The development control process will be used to ensure that new development maintains and enhances the quality and character of the built environment of town centres and makes or maintains appropriate provision for public accessibility.



TC2 - TOWN CENTRE ENVIRONMENT

WITHIN THE TOWN CENTRES THE COUNCIL WILL IMPLEMENT ENVIRONMENTAL IMPROVEMENT AND TRAFFIC MANAGEMENT PROGRAMMES, INCLUDING TRAFFIC CALMING, PEDESTRIAN PRIORITY AND CAR PARKING SCHEMES, AND WILL SECURE ENVIRONMENTAL IMPROVEMENTS THROUGH THE CONTROL OF DEVELOPMENT IN ORDER TO MAINTAIN AND ENHANCE THE QUALITY AND CHARACTER OF THE BUILT ENVIRONMENT.

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT IN TOWN CENTRES, PROVIDED THAT:

- **IT WILL BE OF HIGH QUALITY DESIGN, EXTERNAL APPEARANCE, LANDSCAPING AND OTHER SITE TREATMENT; AND**
- **IT WILL BE SYMPATHETIC IN USE, SITING, SCALE AND CHARACTER TO ITS IMMEDIATE AND WIDER SURROUNDINGS; AND**
- **IT WILL NOT PREJUDICE THE PROVISION OF PUBLIC TRANSPORT OR OTHERWISE ADVERSELY AFFECT PUBLIC ACCESSIBILITY**

Major Retail Stores

- 6.14 In recent years major new stores or store extensions have been built in Buxton, Glossop and Chapel-en-le-Frith in locations mainly on the edge of the town centres. Nevertheless potential trade is still being lost to other nearby centres such as Manchester, Stockport, Ashton under Lyne and Macclesfield and large regional centres such as Meadowhall and the Trafford Centre. It is the Council's policy to focus future large store development (shops of over 500 square metres floorspace) within the existing town centres. The Council wishes to strengthen the Borough's town centres by expanding retailing and encouraging more people to shop locally. Accordingly a sequential approach will be taken with new retail stores, such that preference is given for proposals within the defined town centres.
- 6.15 The Council's retail strategy is based upon the identification of key sites which can accommodate comprehensive development schemes. The Regeneration Areas have been concentrated within the larger High Peak towns of Glossop and Buxton where comprehensive retail schemes can support rather than undermine existing town centre uses.
- 6.16 The Central Area towns of New Mills, Chapel-en-le-Frith and Whaley Bridge already accommodate a supermarket and it is considered that any major new proposals might undermine the strength of the existing town centres. A recent Retail Capacity Study for the Central Area of High Peak Borough, undertaken on behalf of the Council, has ascertained that demand for significant new food retail floorspace in the Central Area is limited. In terms of new non-food retail, the study



has found that, although there is a leakage to other centres outside the Borough, the Council's strategy to focus new non-food retail in the key centres of Buxton and Glossop is robust given the quantitative limitations of the Central Area. The Study has found that, sequentially, there is little scope for provision of non-food floorspace within the existing centres in the Central Area and the only real opportunity to clawback leakage of non-food retail is an existing edge of centre site or through expansion of an existing edge of centre retail facility.

- 6.17 The individual approaches for each town centre are outlined later in this chapter and in particular policies TC11 and TC15 provide the key town centre sites where retail developments could be accommodated. However other sites may also emerge within the town centres. These may include buildings that are suitable for conversion as well as 'brownfield' development sites. The compact nature of the town centres in the High Peak means that such development sites may be constrained in size or shape. As a consequence retail development may have to be flexible in its format, design and scale.
- 6.18 Town centres have the advantage that they are usually accessible by a variety of means of transport. Focusing development there can make it easier to provide good public transport or enable one car journey to serve several purposes. Consequently it is important that town centre developments are well linked to other central facilities and enjoy good access to public transport. Large stores should ensure that through their siting, layout and design they are readily accessible by pedestrians and cyclists and also provide the means for people to combine their shopping trip with the recycling of bottles, cans and newspapers etc. through the adequate siting of appropriate recycling facilities.
- 6.19 The town centres in the High Peak include many buildings of architectural and historic interest that contribute to the character and variety of the shopping areas. This high quality environment must be maintained if the town centres are to remain attractive to local people and visitors. The design of proposals for retail development should have proper regard to their relationship with their surroundings and should, where appropriate, develop and enhance local character. In particular, designs should avoid blank frontages or bland facades but endeavour to add interest and variety to the town centre.
- 6.20 The following policy relates to all forms of retailing, including DIY stores and factory outlets, and is intended to be used for any other forms of retailing which may evolve in an ever-changing market. Applications for predominantly retail uses such as garden centres and car showrooms will also be assessed in this way. A threshold of 500 square metres has been applied to the policy to define a large store. It is considered that this is an appropriate threshold given the size of the Borough's market towns and the likely impact of such a store on existing town centres. Retail impact assessments will be sought when it is considered that the size of a proposed retail development might undermine the vitality and viability of nearby centres. The scale and nature of any proposed large retail store will therefore need to be appropriately related to the centre itself and its catchment.



TC3 - LARGE STORES

PLANNING PERMISSION WILL BE GRANTED FOR RETAIL DEVELOPMENT OF MORE THAN 500 SQUARE METRE GROSS FLOORSPACE (INCLUDING EXTENSIONS TO EXISTING STORES) WITHIN THE DEFINED TOWN CENTRES PROVIDED THAT:

- IT IS OF SATISFACTORY SITING, DESIGN AND LAYOUT APPROPRIATE TO THE SIZE AND CHARACTER OF THE TOWN CENTRE AND HAS SAFE AND CONVENIENT PEDESTRIAN LINKS TO EXISTING FACILITIES; AND**
- THE PROPOSAL, DUE TO ITS SCALE AND NATURE, DOES NOT INDIVIDUALLY OR CUMULATIVELY UNDERMINE THE VITALITY AND VIABILITY OF ANY OTHER EXISTING NEARBY CENTRE.**

Retail Development Outside Town Centres

- 6.21 PPG6 (Revised) states that the vitality and viability of town centres should be sustained and enhanced and that the focus of retail development should be in locations which maintain an efficient, competitive and innovative retail sector and which maximises the opportunity for accessibility and a choice of transport. As outlined above it is the Government's and the Borough Council's policy that town centres should be the preferred location for developments like retailing that generate many journeys. The Council will adopt a sequential approach to retail proposals with first preference being for town centre sites as defined on the proposals map (see Policy TC3). Edge of centre and out of centre proposals will also have to be accompanied by evidence of a need for the additional retail space.
- 6.22 By adopting a sequential approach primacy is given to safeguarding the business and wider environment of the town centre. This means that developers must demonstrate that all potential town centre options, within a catchment appropriate to the development, have been thoroughly assessed before less central sites are considered for development. As well as being suitable, potential retail sites should be viable for the proposed use and likely to become available within a reasonable period of time. If there are no sites or buildings suitable for conversion within the defined town centres, the next preference is for sites that are on the edge of the town centre. Edge of centre developments are those within easy walking distance of the town centre shops, usually about 200-300 metres. Only if there are no suitable sites or no suitable buildings in either of these places will consideration be given to retail development in peripheral locations.
- 6.23 In addition to locational criteria, applications for retail development away from the central locations will be assessed against their impact on the vitality and viability of any nearby town centre and on their appropriate scale. The effect of new development on vitality and viability can be gauged by the extent to which the scheme would prejudice the implementation of current town centre proposals, the



effect on future private investment in the centre, any changes to the quality and attractiveness of the town centre, the impact on the range of services within it and the likely increase in vacant property. Such assessments can be assisted by information relating to the diversity of uses in the centre, the retailer representation, shopping rents, the proportion of vacant property, commercial yields on premises, pedestrian flows and accessibility, customer safety and behaviour and the quality of the town centre environment. Planning permission for retail development in peripheral locations will only be granted where it can be shown that the Local Plan strategy of maintaining the vitality and viability of town centres in the High Peak will not be undermined. The adverse impact of a major new store may build up over a number of years so it is important to assess not just the immediate impact but also the long term impact.

- 6.24 In addition to safeguarding the health of existing centres it is equally important that new retail development is accessible by a variety of modes of transport, including cycling and public transport. Applications will be assessed to establish whether they are served by reliable and frequent public transport and are easily accessed by pedestrians, cyclists and disabled people from the locality.
- 6.25 In order to demonstrate that a sequential approach has been followed applications for large retail stores in peripheral locations should be accompanied by supporting information and evidence about the availability of sites and buildings in and on the edge of the town centre. A retail impact study is likely to be necessary to assess the impact of the new store on the vitality and viability of adjacent town centres. Such studies should also demonstrate how the new store is accessible by a variety of means of transport. They will be required for every proposal above a threshold of 2500 sq m and also for developments in the range 500 – 2500 sq m where it appears that the vitality and viability of adjacent centres may be undermined.

TC4 - LARGE STORES WHICH CANNOT BE LOCATED IN EXISTING TOWN CENTRES

WHERE IT CAN BE DEMONSTRATED THAT THERE ARE NO SUITABLE SITES AND NO SUITABLE BUILDINGS FOR CONVERSION WITHIN THE DEFINED TOWN CENTRES, PLANNING PERMISSION WILL BE GRANTED FOR LARGE STORES (MORE THAN 500 SQUARE METRE GROSS FLOORSPACE) IN THE FOLLOWING LOCATIONS:

- **EDGE OF TOWN CENTRE SITES; OR**
- **OUT OF TOWN CENTRES, WHERE THERE ARE NO SUITABLE SITES AND NO SUITABLE BUILDINGS FOR CONVERSION IN EDGE OF TOWN CENTRE LOCATIONS.**

AND PROVIDED THAT:



- **THE DEVELOPER CAN DEMONSTRATE THAT THERE IS A PROVEN NEED FOR THE PROPOSED DEVELOPMENT;**
- **THE DEVELOPER CAN DEMONSTRATE THAT THE PROPOSED DEVELOPMENT HAS ARISEN FROM A SEQUENTIAL APPROACH TO SITE SELECTION.**
- **THE SCALE AND NATURE OF THE DEVELOPMENT, EITHER INDIVIDUALLY OR CUMULATIVELY WILL NOT UNDERMINE THE VITALITY AND VIABILITY OF NEARBY TOWN CENTRE(S) AS A WHOLE OR THE ROLE OF LOCAL CENTRES, AND IN RURAL AREAS, ON VILLAGE SHOPS;**
- **THE SCALE OF NEW RETAIL DEVELOPMENTS SHOULD BE APPROPRIATELY RELATED TO THE CENTRE – TOWN DISTRICT OR LOCAL – THE DEVELOPMENT SEEKS TO SERVE;**
- **THE DEVELOPMENT WILL BE EASILY AND SAFELY ACCESSIBLE BY PEDESTRIANS, CYCLISTS AND DISABLED PEOPLE FROM THE SURROUNDING AREA AND WILL BE WELL SERVED BY A CHOICE OF PUBLIC TRANSPORT;**
- **THE DEVELOPMENT IS WITHIN THE BUILT-UP AREA BOUNDARY;**
- **THE SITE IS NOT ALLOCATED FOR INDUSTRIAL, BUSINESS OR HOUSING USE**

WHERE APPROPRIATE, THE PROPOSAL WILL BE ACCOMPANIED BY A RETAIL IMPACT STUDY TO ASSESS THE LIKELY EFFECTS OF THE DEVELOPMENT ON THE VITALITY AND VIABILITY OF ANY NEARBY TOWN OR LOCAL CENTRE OR, IN RURAL AREAS, ON VILLAGE SHOPS.

Small Shops

- 6.26 As well as large, modern stores for food and other shopping goods, any successful centre depends on a range of smaller shops and services such as Post Offices and Pharmacies. Proposals for such shops, including changes of use and extensions and alterations to existing premises, will be encouraged in all town centres. For the purposes of this Plan, small shops are defined as being less than 500 square metres gross floorspace.
- 6.27 Local shopping facilities in the form of small centres, parades and corner shops play a vital role in providing a basic supply of food and daily goods within walking distance of the local community. They provide a particularly important service for those who are less mobile, especially elderly and disabled people, families with



small children and those without access to a car. They also reduce the need to travel to larger centres, and therefore can cut fuel consumption. Similarly, village shops are important in rural areas. It is important that such facilities are retained wherever possible, particularly in areas which are poorly served, in order to meet the needs of local communities.

TC5 - SMALL SHOPS

PLANNING PERMISSION WILL BE GRANTED FOR SMALL SHOPS, (UNDER 500 SQUARE METRES GROSS FLOORSPACE) INCLUDING CHANGES OF USE, EXTENSIONS AND ALTERATIONS, IN THE FOLLOWING LOCATIONS:

- **WITHIN TOWN AND VILLAGE CENTRES; AND**
- **OUTSIDE TOWN AND VILLAGE CENTRES BUT WITHIN THE BUILT-UP AREA BOUNDARY,**

PROVIDED THAT:

- **THE SCALE, NATURE AND LOCATION OF THE DEVELOPMENT, EITHER INDIVIDUALLY OR CUMULATIVELY, WILL NOT BE SUCH AS TO UNDERMINE THE VITALITY OR VIABILITY OF ANY EXISTING NEARBY TOWN OR LOCAL CENTRE AS A WHOLE OR THE ROLE OF NEARBY VILLAGE SHOPS**

Retention of Local Centres and Village Shops

6.28 Pressure for the change of use of local shops and community services, such as public houses, tourist facilities, coffee shops, post offices and other community facilities, can threaten their continued existence. It is important that such facilities are retained wherever possible unless the applicant can demonstrate that the facility is no longer required. The current profitability of the facility will not however be considered a sufficient reason to merit its loss in isolation as it is possible that the future potential of the premises could be made more viable.

TC6 - RETENTION OF LOCAL CENTRES AND VILLAGE SHOPS

PROPOSALS FOR CHANGE OF USE OR REDEVELOPMENT OF EXISTING SHOPPING FACILITIES AND COMMUNITY SERVICES WHICH SERVE THE LOCAL COMMUNITY WILL BE PERMITTED PROVIDED THAT:

- **THERE ARE ADEQUATE ALTERNATIVE FACILITIES ELSEWHERE WITHIN THE VICINITY OF THE SITE; OR**
- **IT CAN BE DEMONSTRATED THAT THERE IS NO DEMAND FOR A RETAIL UNIT IN THE AREA WITHIN WHICH IT IS LOCATED; AND**



- **IT CAN BE DEMONSTRATED THAT THE FACILITY NO LONGER SERVES THE NEEDS OF THE COMMUNITY IN WHICH IT IS LOCATED.**

Other Town Centre Uses

6.29 The Council wishes to encourage the development of a wide range of town centre uses, to increase employment opportunities, to improve and expand the quality and quantity of facilities and to help attract more visitors. These may include offices and other business uses, cafes, restaurants, tourist accommodation, leisure and community facilities. Furthermore, investment in the town centres, particularly through the refurbishment or conversion of existing buildings, including their sometimes unused upper floors, and the development of vacant or underused land, is a way of helping to achieve conservation objectives.

TC7 - OTHER TOWN CENTRE USES

PLANNING PERMISSION WILL BE GRANTED FOR APPROPRIATE USES IN TOWN CENTRES, INCLUDING:

- **FINANCIAL AND PROFESSIONAL SERVICES**
- **FOOD AND DRINK**
- **BUSINESS**
- **LEISURE AND RECREATION FACILITIES;**
- **TOURIST ACCOMMODATION, ATTRACTIONS AND FACILITIES;**
- **COMMUNITY FACILITIES;**
- **CAR PARKS; AND**
- **PUBLIC TRANSPORT FACILITIES.**

Specific policy provisions apply to the following town centre uses:

Housing in Town Centres

6.30 Unlike many major centres, most of the High Peak's town centres already have a relatively high proportion of people living within them. Nevertheless, there is scope for further housing, and this will be encouraged where it would not prejudice the centre's main role as a shopping and service centre, through the removal or



significant reduction of town centre retail, business or other town centre uses, such as leisure and entertainment, hospitals and higher education.

- 6.31 The occupation of flats above shops and other premises is particularly welcomed. This can help increase town centre activity, and so its vitality, provide a ready market for shops and other businesses and help to ensure buildings are kept in a good state of repair and also improve security. The Council has been actively involved with housing associations in securing some town centre housing through the 'Living over the Shop' project and has been successful in obtaining funding through the government's Single Regeneration Budget to grant aid the conversion of vacant building and upper floors into flats at Buxton Market Place. Attention should be paid to the proximity of existing town centre uses which may cause disturbance to residents and suitable acoustic and security measures will be required.

TC8 - RESIDENTIAL DEVELOPMENT IN TOWN CENTRES

WITHIN TOWN CENTRES PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL DEVELOPMENT, INCLUDING CHANGES OF USE, EXTENSIONS AND ALTERATIONS, CONVERSIONS OF EXISTING DWELLINGS AND AS PART OF MIXED - USE DEVELOPMENTS, PROVIDED THAT:

- **THE DEVELOPMENT WILL NOT REMOVE, OR MATERIALLY REDUCE IN AREA, TOWN CENTRE RETAIL, BUSINESS OR OTHER APPROPRIATE USE, UNLESS THAT USE IS WITHIN A PRIMARILY RESIDENTIAL PART OF THE CENTRE; AND**
- **APPROPRIATE LEVELS OF ACOUSTIC INSULATION AND SECURITY MEASURES ARE INCLUDED**

The Evening Economy – Pubs, Clubs and Takeaways

- 6.32 Proposals for developments which would include the sale of alcoholic drinks and late opening for food sales are often of particular concern to local residents, because of their impact on the neighbourhood through late night noise and congregation of, and disturbance from, customers.
- 6.33 Such developments, which include wine bars, restaurants, public houses, night clubs and discotheques and hot food takeaways, provide an important means of entertainment or relaxation for many people, and should generally be welcomed. For reasons of general accessibility, particularly by public transport, and helping to maintain activity and vitality, town centres are the preferred location. Nevertheless, in some cases (especially takeaways) they will be intended to serve a more local area. Due to their potential to lead to disturbances it will be important to avoid locations in predominantly residential areas.



TC9 – THE EVENING ECONOMY – PUBS, CLUBS AND TAKEAWAYS

PLANNING PERMISSION WILL BE GRANTED FOR LICENSED PREMISES, NIGHT CLUBS AND HOT FOOD TAKEAWAYS, PROVIDED THAT:

- **THE DEVELOPMENT WILL NOT BE WITHIN A PREDOMINANTLY RESIDENTIAL AREA, NOR WILL DIRECTLY ADVERSELY AFFECT A PREDOMINANTLY RESIDENTIAL AREA DUE TO NOISE, VIBRATION, ODOURS, GASEOUS POLLUTANTS, ACTIVITY OR TRAFFIC DISTURBANCE; AND**
- **WHERE APPROPRIATE, CONDITIONS WILL BE IMPOSED TO CONTROL OPENING HOURS AND OPERATING CONDITIONS IN ORDER TO MITIGATE THE ENVIRONMENTAL IMPACT OF THE DEVELOPMENT.**

Local Transport Plan

- 6.34 The Borough Council is working closely with Derbyshire County Council, the Highway Authority to develop integrated Local Transport Plan proposals for Buxton and Glossop. This will include reviews of car parking strategy.

Pedestrian Priority/Traffic Calming

- 6.35 Pedestrian priority schemes can provide a number of benefits to a town centre - accidents and traffic nuisance are reduced, the environment is improved and businesses benefit as more shoppers are attracted. In practice, the scope for pedestrian priority schemes in the High Peak's town centres is quite limited. Schemes in Norfolk Square, Glossop and Spring Gardens, Buxton have recently been completed.
- 6.36 Traffic calming offers further opportunities to improve both safety and the environment. Proposals recently completed or currently planned include Station Road, Hadfield; Market Street and Torr Top Street, New Mills; Market Street, Chapel-en-le-Frith; and Market Place and Water Street, Buxton.

Car Parking and Public Access

- 6.37 The availability of car parking space has an influence on people's choice of means of travel, as do levels of public transport provision. The Council wishes to encourage the greater use of public transport; nevertheless, in an essentially rural area, there will continue to be heavy reliance on the use of the car for shopping and other trips to town centres. The availability of appropriate well managed on and off street parking facilities is essential to help maintain the viability of High Peak's town centres.



6.38 The car parking strategy will adopt the following principles:

- Short stay parking will be provided in key centre locations to provide for shopping, business and leisure trips by local residents and visitors;
- Short stay car parking capacity will be reviewed and if necessary expanded to meet the needs identified above
- Long stay car parks will be provided in more peripheral locations to cater for the needs of commuters and over-night visitors who are unable to reasonably access High Peaks town centres by public transport
- Residents parking schemes will be introduced in areas where residents have no off-street parking provision and are subject to severe competition for use of limited on street parking
- Parking charges for both on and off street parking will be set:
 - to assist the management of the spaces as short stay/long stay
 - to cover the cost of management /enforcement
 - to help fund town centre parking and access improvements generally
- Car parks and key pedestrian routes to and from car parks will be clearly signed and made visually attractive and secure from crime

6.39 There is a particular need to increase the short stay car parking capacity in Buxton Town Centre and to examine the need for additional long stay parking to cater for significant new developments such as the University of Derby. This is likely to involve the redesignation of existing on street parking as short stay and the identification of more peripheral locations for long stay parking.

6.40 Additional short stay parking should also be provided as part of any major development on Wye Street Car Park in the Buxton Central Regeneration Area (see Policy TC15).

6.41 Developers will generally be expected to provide car parking within their developments in accordance with the principles above and the standards set out in Appendix 1. However, the standards recognise that it may not always be possible or desirable to provide on-site car parking for all new developments within town centres because of lack of space, or on design or access grounds.

6.42 In appropriate circumstances developers may be asked for a commuted payment, in accordance with Government advice contained in Circular 1/97. This payment will enable the Council to provide the required number of new spaces elsewhere within the town centre, which it will do as quickly as possible. In accordance with Government advice, a commuted sum would be negotiated, by means of a planning obligation, where the development generates a need for parking which



cannot be met by existing parking provision, the developer's contribution being limited to that sufficient to service his own development.

- 6.43 Alternatively, the Council may seek an appropriate level of contribution from the developer to assist in the provision of public transport (e.g. a bus turning facility), walking or cycling facilities as a means of helping to encourage other means of public access to the development, and to the town centre generally.

TC10 – CAR PARKING AND TOWN CENTRE ACCESS IMPROVEMENTS

WHERE A DEVELOPMENT GENERATES A NEED FOR CAR PARKING PROVISION SHALL NORMALLY BE MADE IN ACCORD WITH THE PRINCIPLES SET OUT IN PARAGRAPH 6.38 AND THE STANDARDS IN APPENDIX 1

WHERE A DEVELOPMENT GENERATES A NEED FOR CAR PARKING AND/OR FOR ACCESS IMPROVEMENTS THAT WILL NOT BE ACCEPTABLY OR ADEQUATELY MET ON SITE, NOR WILL BE ADEQUATELY MET BY EXISTING TOWN CENTRE PROVISION, THE COUNCIL WILL NEGOTIATE WITH THE DEVELOPER TO FUND OFF-SITE PARKING PROVISION IN A NEARBY ACCESSIBLE LOCATION SUFFICIENT TO SERVICE THE DEVELOPMENT, OR TO CONTRIBUTE TOWARDS OTHER PUBLIC ACCESS IMPROVEMENTS IN THE TOWN CENTRE.

Policies for Individual Town Centres

Glossop

- 6.44 Glossop town centre straddles the A57 from the eastern end of Wren Nest Mill to Glossop Leisure Centre, and is largely contained by Glossop Brook and the railway line. New commercial and retail development in the town centre has not matched the significant population growth in the town over the last 10-20 years although more recently new retail opportunities have come forward and a number of town centre regeneration initiatives have been completed.

Shopping

- 6.45 Glossop is a fairly self-contained shopping centre, with a traditional High Street of small shops, relatively few national retailers, and only a small 'prime' area. Total retail floorspace is about 13,000 sq m (140,000 sq ft), small for the size of town, mainly because it has a limited retail catchment and is overshadowed by larger centres like Manchester, Stockport and Ashton-Under-Lyne. It has an active outdoor market held on Fridays and Saturdays, and an indoor market that also opens on Thursdays. The major store in the centre is a 2,600 sq m (28,000 sq ft) Co-op Superstore.



- 6.46 There have been a number of small shopping developments over the last ten years. Part of the Howard Town Mills was converted to 420 sq m (4,500 sq ft) of shop units in 1990; this has increased the use of the adjacent car park and extended the shopping area to the east. There has also been a scheme to convert the former Co-op building on Norfolk Square into unit shops and several small units have been constructed on George Street.
- 6.47 The most significant development in recent years in Glossop has been a 4,090 sq m (44,000 sq ft) Tesco store on an edge-of-centre site near Wren Nest Mill. This has recently been extended to 5,480 sq m (58,977 sq ft). A study has shown that most shoppers drive to the store for one-stop food shopping and do not do any comparison shopping in the town centre on the same trip. A smaller, Kwik Save supermarket 1,300 sq m (14,000 sq ft) opened at Arundel Street in 1995 on the site of the former gas works.
- 6.48 As a result of these various proposals, a retail impact study was commissioned by the Council in 1991 to identify the potential for additional retail floorspace in Glossop up to 2001. The main findings were that:
- Glossop is lacking in national retailer representation, and there is some scope for improving the retail environment;
 - the influence of stronger centres, particularly Manchester and Stockport, limits the ability of Glossop to support more retail floorspace;
 - Glossop has a very limited catchment - most shoppers using Glossop are from the immediate vicinity and few are attracted from far away;
 - most shopping is for food, and surveys indicated that 75% of food shoppers use Tesco;
 - most of the available shopping spending goes outside - Glossop retains only 30% of potential convenience expenditure, and 11% for comparison goods;
 - there is limited scope for new shopping floorspace up to 2001.
- 6.49 Planning permission has recently been given for a 3,298 sq m (35,500 sq ft) retail store at Wren Nest Mill this development site also includes 20, 000 sq ft of non-food retail space. A planning application for major mixed use development on the Howard Town Mill site was approved in 2005.
- 6.50 The traditional High Street is one of Glossop's major assets and should be protected. Policies are required:
- to protect the most important retail frontages from harmful change of use to non-retail uses that would undermine the vitality of the town centre



- to ensure that any retail development within the Regeneration Areas is of a scale, design and location that enhances the vitality and viability of the town centre as a whole.

6.51 The Local Plan now looks beyond the retail study end dates of 2001 to 2011. Given the continuing population growth in Glossopdale and the paucity of national retail representation the Council accepts a need of some further retail development during the plan period. This is most likely to take place in one or more of the Regeneration Areas.

Traffic Calming and Car Parking

6.52 There may be scope for introducing pedestrian priority areas to some of the streets at right angles to High Street West. The environmental enhancement scheme for Norfolk Square has included pedestrian priority of the street on its west side. In the longer term, it may be possible to improve conditions for pedestrians by traffic calming and other measures on streets such as George Street and Cross Street.

6.53 Car parking surveys carried out in the Summer of 1993 confirmed that there are, overall, plenty of parking spaces in Glossop to meet demand, although the distribution of parking needs to be improved, by directing vehicles to the public car parks on Bernard Street/Edward Street where many of the empty spaces were found. A comprehensive scheme for signposting Glossop's car parks has subsequently been introduced. Only on market days is car parking space generally stretched, though difficulties tend to be limited to the Municipal Buildings Car Park and nearby streets. There are also some conflicts on primarily residential streets in the town centre (eg Edward Street), where there is competition for free on-street parking space between residents and long stay commuters. These issues will be addressed through a new survey and review of parking strategy in Glossop town centre.

6.54 Some Glossop traders have expressed concern that business is suffering because of the policy of charging for parking in the town. However, the parking survey results indicate that there are spaces available on-street and in the free parking areas at most times.

6.55 No new car parks are specifically proposed for Glossop since supply appears to be adequate for some years to come. However developers will be expected to provide appropriate new parking space and/or access improvements in accord with Policy TC11. When development takes place on existing car park areas it will be necessary to cater for the spaces displaced.



Tourism

- 6.56 Glossop has a very attractive location on the fringe of the Peak District National Park, with good access to and from Manchester.
- 6.57 The Plan aims to encourage additional tourist facilities and accommodation and the Regeneration Areas (see Proposal TC11) have scope for tourist developments.

Glossop Regeneration Areas

- 6.58 The Council is keen to try to encourage and promote a more focused town centre strategy for Glossop town centre which would provide both the development of a vibrant town centre, providing links towards and along the High Street and highlight the importance of Glossop's historic character. A town centre partnership has recently been established which will guide and focus key regeneration initiatives for the future.
- 6.59 One of the Glossop Town Centre Partnership's principle aims is improving the appearance of the town centre. The development and promotion of a High Street enhancement scheme, in conjunction with the Council's A57 Improvement Corridor policy, will help to establish a focused and coherent programme of improvements. This also extends to improving the riverside areas within the centre as Glossop Brook is an under utilised natural link through Glossop town centre. The brook could play a key role in the development of linked routes towards the centre, building on the recent improvement works carried out by the Environment Agency and in tidying up and landscaping neglected sites along its route. The Council will seek improvements of these areas where possible through development schemes and improvement initiatives.
- 6.60 Glossop has a legacy of impressive but underused mill buildings on the east and west of the town centre, and a number of cleared mill sites and housing areas within and adjacent to the centre. These sites currently do little to enhance the town centre but some provide opportunities where development can take place without harming the character of the traditional High Street.
- 6.61 One of the ways towards improving the historic town centre is through the promotion of Glossop's mill heritage. The industrial past of Glossop is an opportunity which has not been fully recognised or promoted in the past but can form a key element in an integrated town centre strategy. Viable development is likely to include mixed use schemes involving conversion and refurbishment of the existing important mill buildings alongside high quality new-build development on adjoining land. Through the allocation of regeneration areas and publication of site development briefs the Council can assist developers in the regeneration of some of these sites and try to bring in uses which will provide key elements for a vibrant town centre.



6.62 These regeneration sites, at Howard Town Mill, Wren Nest Mill / Surrey Street and George Street/Market Street, are generally suitable for a wide range of town centre uses, such as retail, office and business development, leisure uses or tourist accommodation. Mixed development will be appropriate on the larger sites where limited residential development could also be accommodated and may be necessary to achieve viable development. However, due to the oversupply of housing in the Glossopdale area, any residential element will be limited to only that required to ensure the development is viable. Developments will need to be well linked with the High Street to ensure that it complements and strengthens the town centre and any retail development will need to meet the requirements of policies TC3 and TC4.

Howard Town Mill

6.63 The Regeneration Area covering the Bentwood Factory, which occupied Woods Mill, also includes the car park, Howard Town Mills, some of the shops along High Street East and the Scrap Yard. Currently the site does little to enhance the centre but does provide opportunities for a high proportion of employment use alongside a mix of other town centre uses including leisure, residential, retail and tourism accommodation.

6.64 The proximity of the site to the existing town centre retail development provides an ideal opportunity to provide additional businesses and shops and to improve the urban environment without harming the character of the High Street.

6.65 The Woods Mills building, existing retail development and the riverside frontage are key elements which could contribute to a comprehensive mixed use development scheme including conversion of the mill building and high quality new build development taking advantage of the riverside frontage and key pedestrian links to the High Street. The viability of retail development on the site will be determined by:

- market demand
- access and parking requirements
- a retail impact assessment demonstrating no harm to the town centre as a whole

Part of the designated regeneration area lies outside the defined town centre and any retail proposals will be assessed against policies TC3 and TC4 to ensure that the siting is within or well related to the centre.

6.66 Additional town centre housing could be provided on the site currently occupied by the scrapyards on the other side of Glossop Brook facing the enhanced riverside area and the inclusion of Howard Town Mill facing the brook will allow for comprehensive redevelopment and improved access routes into the site.

6.67 Given the existence of opportunities for major retail development at Wren Nest Mill it is unlikely that major retail development will take place in both regeneration areas



during the Plan period. In each case a viable alternative probably rests with the development of more limited specialist retailing as part of a mixed use 'urban village' development. The inclusion of leisure and tourist development will be particularly encouraged.

Wren Nest Mill / Surrey Street

- 6.68 Wren Nest Mill is on the edge of, the defined town centre area. The site has remained vacant and underused for many years; however planning permission for a supermarket with residential development above has recently been approved for conversion of the remaining part of the listed mill building together with new build development on the former scrap yard. The development will provide good town centre links and will improve the appearance of the area from the main road. This should help to reinforce the town centre and link well with the enhancement of both the High Street and the Riverside.
- 6.69 The new retail proposals will improve the majority of the Wren Nest Mill Regeneration Area but premises on Surrey Street will remain underused and run down. The Regeneration Area also covers sites either side of Surrey Street including the Council's Depot. The redevelopment of this site together with other buildings and vacant land could improve this area of the town considerably. Leisure in particular will be promoted on this site as the existing football ground and children's activity centre provide the key anchor points and a number of other leisure facilities which could be designed around these. The inclusion of leisure uses within the converted mill buildings will also be encouraged.

George Street/Market Street

- 6.70 Development opportunities on the George Street site have not come forward during the last few years. In light of the recent move by Social Services the Regeneration Area has been extended to include land between Market Street and George Street. This presents an increased opportunity to introduce a mixed-use scheme incorporating the George Street Clinic and to take advantage of the frontage to Glossop Brook and the attractive outlook to the park opposite. Again there is the potential to achieve high quality new build development around the Old Glove Works which has been successfully converted to leisure use.

TC11 –REGENERATION AREAS IN GLOSSOP

WITHIN THE FOLLOWING DEVELOPMENT OPPORTUNITY AREAS IDENTIFIED ON THE PROPOSALS MAP:

- **HOWARD TOWN MILL AREA;**
- **GEORGE STREET; AND**



- **WREN NEST MILL / SURREY STREET (REFURBISHMENT OF LISTED MILL BUILDING) AND ITS SURROUNDS,**

PLANNING PERMISSION WILL BE GRANTED FOR COMPREHENSIVE DEVELOPMENT SCHEMES TO PROVIDE:

- **RETAIL DEVELOPMENT; AND/OR**
- **OFFICE AND BUSINESS ACCOMMODATION; AND/OR**
- **LEISURE FACILITIES; AND/OR**
- **TOURIST ACCOMMODATION; AND/OR**
- **LIMITED RESIDENTIAL ACCOMMODATION IN A MIXED USE SCHEME ONLY.**

PROVIDED THAT:

- **THE DEVELOPMENT WILL BE OF HIGH QUALITY AND WILL BE SYMPATHETIC TO THE CHARACTER OF THE AREA IN TERMS OF ITS SITING, SCALE, FORM, LAYOUT, DESIGN, DETAILING, EXTERNAL APPEARANCE AND LANDSCAPE TREATMENT; AND**
- **A TRAVEL PLAN IS PREPARED FOR THE DEVELOPMENT; AND**
- **THE DEVELOPMENT WILL INCLUDE PEDESTRIAN LINKS TO EXISTING TOWN CENTRE FACILITIES; AND**
- **THE DEVELOPMENT WILL BE PROVIDED WITH ADEQUATE CAR PARKING AREAS; AND**
- **RETAIL DEVELOPMENT WILL BE SUBJECT TO POLICIES TC3 AND TC4**
- **RESIDENTIAL DEVELOPMENT WILL BE CONSIDERED IN THE CONTEXT OF THE OVERALL HOUSING REQUIREMENTS FOR THE GLOSSOP AREA**

IN THE WREN NEST MILL AREA, PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WILL PREJUDICE:

- **THE OVERALL AND COMPREHENSIVE RE-USE OF THE MILL.**



Prime Retail Frontage in Glossop and Buxton

- 6.71 Some important frontages have already been lost to non-retail uses. In Glossop and Buxton, attractive and lively shopping areas are important to both towns as the major towns in High Peak. The proposals map identify core sections of both town centres where it is considered beneficial to restrict street level frontages to shops, financial services and pubs/cafes (use classes A1, A2 and A3, A4 & A5). This only applies in the very centre of the towns. Where a non-retail use has already been granted, the policy below provides for such premises to be brought back into retail use at a further date.

TC12 - PRIME RETAIL FRONTAGE

IN THE AREAS OF PRIME RETAIL FRONTAGE, AS DEFINED ON THE PROPOSALS MAP, CHANGE OF USE AT STREET LEVEL, TO USES OTHER THAN SHOPS, FINANCIAL SERVICES AND PUBS/CAFES WILL BE GRANTED PROVIDED THAT THE PROPOSAL WOULD NOT

- **CUMULATIVELY LEAD TO A LOSS OF VITALITY AND VIABILITY OF THE PRIME SHOPPING AREA; AND**
- **LEAD TO A CONCENTRATION OF NON RETAIL USES IN THE AREA REDUCING THE DOMINANT SHOPPING CHARACTERISTICS**

Hadfield

- 6.72 Hadfield is quite a thriving centre, although like many other centres it has experienced several shop closures and has had little pressure for new development.

Built Environment

- 6.73 Hadfield has a linear 'centre' with modest buildings along a quite wide shopping street. It has no real focus except at its southern end. Here the entrance to the station, across the road from the war memorial, has been improved.

Shopping

- 6.74 Hadfield's shops serve mainly the local community. There have been no significant proposals for new shopping and there is no obvious scope for major new development within the centre because of the tight knit nature of existing development and the lack of vacant sites with a frontage to Station Road.
- 6.75 There may be some limited scope for courtyard development, opening off Station Road and utilising vacant backland areas to the rear. Land adjoining the station



may also have potential for retail or mixed-use development subject to the appropriate relocation of existing employment uses. However, Hadfield lies in the same shopping catchment area as Glossop, and any large scale shopping development would be likely to adversely affect Glossop's town centre.

Traffic Calming and Car Parking

- 6.76 The Council has acknowledged that there are car parking and traffic problems on Station Road, and has begun to address them. A scheme of traffic calming and pavement widening, including environmental improvements and improved road crossing facilities has made conditions better for shoppers. The public car park at Albert Street has been extended and upgraded, as a means of trying to reduce the level of long-stay on-street parking. The Council has also developed an additional off-street public car park to the rear of shops on the east side of Station Road. Nevertheless, further complementary measures are required to assist in maintaining the vitality and viability of the centre. These include limiting on-street waiting to short periods, so increasing the turnover of cars and improving accessibility to the shops, and providing further off-street parking. The Albert Street car park is also to be upgraded to achieve 'Secured Car Park' status.

Tourism

- 6.77 Hadfield is well placed to benefit from the development of visitor and tourist-related developments. It lies at the crossroads of the Trans Pennine Trail and Pennine Bridleway and the use of Hadfield as a location for the TV series 'The League of Gentlemen' has boosted visitor numbers to the town.

Retailing in the Central Area

- 6.78 The Council takes a positive approach towards town centres and retailing, and managing change, and has commissioned retail studies (White Young Green, 2003 and 2004) to assess the retail needs for both convenience and comparison shopping in the Central Area. Overall, these studies show a need for additional convenience (food) and comparison (non-food) retail floorspace in the Central Area. It is clear there will be an impact on the Central Area whether or not this need is met. Without additional retailing, existing shopping patterns will remain largely as they are, but trade will continue to be lost from the area and essential town centre improvements will be hindered. New facilities will help retain wealth in the area and increase investment, but will inevitably involve a period of adjustment. The Council considers that, on balance, new retail facilities will benefit the area. The location, amount and type of retailing to meet this need is analysed below.
- 6.79 These studies predicted a small surplus of convenience floorspace capacity by 2011, if centres maintained their market share. Other studies indicated a larger surplus capacity, based on an increase in market share as expenditure is clawed back through better provision within the Area. Both conclusions are supported by evidence of some over-trading within the Area. The Council has broadly accepted



this analysis, but considers that a substantial clawback is unlikely. It is considered, therefore, that there is justification for a small expansion of some 600 sq m foodstore floorspace within the Central Area.

- 6.80 The location of any new convenience floorspace to meet this need is likely to be limited by the characteristics of the Central Area towns. Each town already has one or two supermarkets and a range of small shops that largely meet the day-to-day needs of the settlement and surrounding rural area. Whilst this additional floorspace is insufficient to support a major new foodstore, there may be potential to accommodate a small-scale development. However, a sequential search indicates that there are no new sites available within or on the edge of the town centres to meet the identified need. In addition, there are only very limited opportunities for redevelopment within the town centres or expansion of existing shops and supermarkets to meet this need. Any proposals which distribute the new provision through the Central Area would have no significant impact and could be dealt with by existing policies. It is possible, however, that this floorspace could be accommodated at one place by an expansion of the existing Tesco store at Hogs Yard, Whaley Bridge. In this event, the impact on the adjacent centres would need to be carefully assessed as part of the planning application.
- 6.81 The retail studies also showed that the towns in the Central Area retain only a very small proportion of the catchment's comparison goods expenditure, and indicated that there is a significantly greater potential for clawing back some of this trade than for convenience goods. In addition, there is likely to be higher growth in this sector. The studies concluded that some increase in comparison floorspace is justified, and this has been confirmed by other retail assessments. The location, amount and type of any new comparison floorspace to meet this need will be limited by the characteristics of the Central Area towns.
- 6.82 The Council has adopted a sequential approach to determine where this additional floorspace should be accommodated. The conclusions of the retail assessment confirm the Council's own study that there is no land or premises available for a free-standing or extended retail non-food store within these centres, or on edge-of-centre sites, that could meet the qualitative and quantitative need for additional non-food floorspace. Furthermore, there is insufficient retail space within these centres, whether from vacant units or expansion of existing units, to collectively accommodate this increase. The next category of sequential site is out-of-centre sites accessible by public transport. Only one site, at Hogs Yard, Whaley Bridge meets these criteria, and has the potential to provide linked shopping trips. Further details of the allocation at Hogs Yard are given below in the section on Whaley Bridge.

New Mills

- 6.83 New Mills is largely a product of the industrial revolution. The town centre occupies a unique site above the Torrs - a spectacular gorge formed by the Rivers Goyt and Sett. The main development opportunities in New Mills town centre relate to re-



use of sites and buildings, some of which have splendid settings overlooking the Torrs.

Built Environment

- 6.84 New Mills is dominated by its location on the steep banks of the river valley. The town centre lies within the Conservation Area, which was extended in 1994, and provides some fine examples of traditional detailing such as shop fronts, historic sash and casement windows and stone flag roofs.
- 6.85 The Council, in conjunction with Derbyshire County Council and English Heritage, operates a Heritage Economic Regeneration Scheme, which offers financial assistance to regenerate the historic character of the New Mills Conservation Area.
- 6.86 One of the Council's principle aims, through the regeneration scheme, is to raise the profile of rich industrial textile heritage within the town and build upon this and the Torrs as a tourist attraction. The recently constructed Millennium Walkway has created a key attraction for the town and the conversion and re-use of Torr Vale Mill will form a central part in continuing the promotion of mill heritage.

Shopping

- 6.87 New Mills town centre has about 4,000 sq m (42,000 sq ft) of retail floorspace, providing mainly non-food shopping for the local population. Few national retailers are represented, and the Co-op on Torr Top Street is the only relatively large store. An outdoor market is also held on Torr Top Street. Foodstore provision in New Mills significantly increased with the opening in 1993 of the Co-op Pioneer store in Church Road, on the edge of the town centre.
- 6.88 Apart from that foodstore there has been little interest by developers, and there are no vacant sites of sufficient size to attract a major retailer. New Mills' main potential to increase retailing and commerce lies in the re-use and refurbishment of existing buildings.

Traffic Calming and Car Parking

- 6.89 It is not possible to restrict traffic on either of the main shopping streets (Market Street and Union Road) because of the lack of an alternative through route. However, traffic calming is both possible and desirable and, in association with environmental enhancement schemes, will improve town centre conditions for shoppers and may encourage greater investment.
- 6.90 The Borough and County Councils have jointly promoted a scheme for Market Street and Torr Top Street/market ground area. The scheme has improved parking lay-bys, pedestrian crossing points and integrated high quality surface treatment to improve safety, reduce traffic speeds and enhance the environment.



- 6.91 A car parking survey and review of parking policy was carried out in January 1997 and March 1998. These reviews resulted in a change to the amount of free parking available within the town in order to provide a better balance between the availability of short term spaces and long stay provision. The Council has no further proposals to increase off-street parking provision, though it will continue to monitor parking patterns and pricing policy to ensure that the best use is made of the spaces available.

Tourism

- 6.92 Torr Vale Mill is a magnificent Grade II* Listed Building in a dramatic position overlooking the River Goyt. The site is in a sustainable location close to New Mills town centre, two railway stations and the bus station. A partnership of public and private sector interests is working to restore the Mill to active use. Despite its sustainable location the mill has poor vehicular access and some enabling development is likely to be necessary to achieve successful conversion and re-use of the mill buildings. In this respect it is important that development on the associated land is clearly linked to the conversion of the mill buildings and does not take place in isolation. A Regeneration Area is proposed including the mill buildings and associated land within the built up area. The site lies within the New Mills Conservation Area and the associated land has extensive tree cover.
- 6.93 The proposed new access route to the site involves a route outside the built up area. A new link road is required from Grove Street along the edge of the playing fields to link up with the existing mill access. The Council will support the construction of this access provided certain basic safeguards are met. It is recognised that the alignment and funding of this link require further work and a package of measures may be required to secure its implementation.

TC13 - TORR VALE MILL REGENERATION AREA

WITHIN THE TORR VALE MILL REGENERATION AREA IDENTIFIED ON THE PROPOSALS MAP PLANNING PERMISSION WILL BE GRANTED FOR A COMPREHENSIVE DEVELOPMENT SCHEME TO PROVIDE:

- **EDUCATION USE;**
- **OFFICE AND BUSINESS USE;**
- **LEISURE AND TOURISM FACILITIES;**
- **RESIDENTIAL DEVELOPMENT NECESSARY TO ENABLE THE CONVERSION OF THE MILL TO MIXED USE DEVELOPMENT**

PROVIDED THAT:

- **THE DEVELOPMENT WILL BE OF A HIGH QUALITY AND WILL BE SYMPATHETIC TO THE CHARACTER OF THE AREA IN TERMS OF ITS SITING, SCALE, FORM, LAY-OUT, DESIGN, DETAILING, EXTERNAL APPEARANCE AND LANDSCAPING TREATMENT**



- **A TRAVEL PLAN IS PREPARED FOR THE DEVELOPMENT**
- **THE DEVELOPMENT WILL INCLUDE PEDESTRIAN LINKS TO EXISTING TOWN CENTRE AND PUBLIC TRANSPORT FACILITIES**
- **THE DEVELOPMENT WILL BE PROVIDED WITH ADEQUATE PARKING AREAS**
- **A NEW ACCESS ROAD IS CONSTRUCTED FROM GROVE STREET TO THE MILL**
- **EXISTING TREE COVER, WOODLAND AND WILDLIFE HABITATS ARE NOT ADVERSELY AFFECTED. IN THIS RESPECT THE DEVELOPERS WILL BE REQUIRED TO UNDERTAKE A TREE SURVEY AND A HABITAT SURVEY AND SUBMIT PROPOSALS FOR MANAGEMENT OF THE WOODLAND AREAS.**

PLANNING PERMISSION WILL BE GRANTED FOR A NEW ACCESS ROAD FROM GROVE STREET TO SERVE TORR VALE MILL PROVIDED THAT:

- **THE DEVELOPMENT DOES NOT RESULT IN SIGNIFICANT LOSS OF EXISTING OPEN SPACE/PLAYING FIELDS**
- **EXISTING TREE COVER, WOODLAND AND WILDLIFE HABITATS ARE NOT ADVERSELY AFFECTED. IN THIS RESPECT THE DEVELOPERS WILL BE REQUIRED TO UNDERTAKE A TREE SURVEY AND A HABITAT SURVEY AND SUBMIT PROPOSALS FOR MANAGEMENT OF THE WOODLAND.**

Whaley Bridge

6.94 Whaley Bridge is a local centre which has potential for tourist developments related to the town's position at the end of the Peak Forest Canal and as the "Gateway to the Goyt".

Built Environment

6.95 Whaley Bridge has an attractive town centre, most of which lies within the Conservation Area which was extended in 2000. Shops and services are concentrated in a relatively compact area along Market Street and adjoining roads.

6.96 A Regeneration Partnership has been established in Whaley Bridge to try to formulate and implement a clear strategy for the town, focusing in particular on the town centre. Key themes in trying to regenerate town centres are to boost



the economy of the town, improving its appearance, encouraging more visitors and developing pride through greater involvement of the local community.

- 6.97 One of the main priorities for the Partnership is securing improvements to the Canal Basin. The Peak Forest Canal Basin is a major asset, and the Council has worked with British Waterways to carry out the first phase of a conservation area enhancement scheme. It has also restored the former Cromford Railway Bridge over the River Goyt. Nevertheless, the Canal Basin still suffers from the imposition of industrial traffic, especially to the Bingswood Industrial Estate over unadopted roadways on the only route linking with the national roads network, and has considerable potential for further improvements.
- 6.98 The Whaley Bridge Regeneration Partnership continues to work with British Waterways to enhance the Basin area and has put forward a number of recommendations to rejuvenate and encourage investment in the area. The improvement of the Canal Basin is a key priority for the regeneration of the town for both the enhancement of the centre for local people and to attract tourists.
- 6.99 The lease of the Grade II* Transshipment Shed has reverted back to British Waterways who are working up plans to secure its future through sustainable restoration, conservation and regeneration. Much of the improvement work however will depend on securing a new route to the Bingswood Industrial Estate to reduce the level of heavy traffic through the Canal Basin (Proposal TR3).

Shopping

- 6.100 Whaley Bridge's shopping facilities reflect the town's status as a local centre. Its retail floorspace was about 3,000 sq. m. (34,000 sq. ft.), before Tesco opened a 2,696 sq m (29,000 sq ft) retail store in 2002 as part of an approval for mixed commercial and industrial development at Hogs Yard, outside the town centre to the north of the Bingswood Industrial Estate. Other than Tesco, it has no major food stores and very little national retailer representation. The town has a moderately sized furniture store, Plants, which serves a wider area.
- 6.101 There is land available for a modest extension of the Tesco store at the rear of the existing building. Such an extension could accommodate the additional convenience floorspace need for the Central Area arising from a growth in food shopping expenditure. Whilst a small amount of additional food floorspace is unlikely to have a significant impact on the vitality and viability of adjacent town centres, a wide range of non-food goods is likely to be more significant. It may be necessary, therefore, to impose a condition restricting the floorspace devoted to the sale of non-food goods. A retail impact assessment will be necessary to inform this condition.
- 6.102 It will also be important to encourage the maximum number of linked trips. At present, only a very small proportion of main food shopping trips are combined with a visit to other shops and services in Whaley Bridge. In Chapel, for example the proportion is much higher. There is the potential in Whaley Bridge to increase such



linked trips, for example using the attractive canal-side walk, but the town centre environment needs substantial improvement.

- 6.103 Access to the Tesco store is via a new bridge over the Peak Forest Canal. A section 106 agreement (see para 3.7 for explanation of these agreements) has been negotiated to provide some of the funding necessary for a further bridge over the River Goyt to the Bingswood Industrial Estate. This new bridge is the key to the future of the town. Without it, the environment of the historic core will continue to be degraded by industrial traffic, and the town centre will fail to attract the investment needed to compete with other centres and develop the tourism assets of the Canal and Canal Basin. When built, this new access will also allow additional land to be developed north of the Bingswood Industrial Estate (see Policy EMP2).
- 6.104 Approximately 1 hectare of undeveloped land remains adjacent to the Tesco store at Hogs Yard. This area has planning consent for mixed commercial and industrial uses of which the Tesco development was part. The site has the potential to anchor a vibrant mixed use development including business, retail, tourism and leisure development taking advantage of the sites canal-side and riverside frontages. In the Central Area retail analysis, Hogs Yard was the sequentially preferable site to accommodate additional comparison floorspace. It is some 500m north of Whaley Bridge town centre, and accessible by a choice of transport modes. Further retail development would also consolidate the existing Tesco store, and further encourage multi-purpose trips.
- 6.105 The amount of retail floorspace should take into account the characteristics of Whaley Bridge and the other Central Area towns. New floorspace should be on the one hand sufficiently large to be viable in market terms and to claw-back trade that is now leaving the area, but on the other hand, not be so large as to divert trade unduly within the catchment area. A maximum floorspace of 2,500 sq m is proposed. It is considered that, with appropriate mitigation measures, this could be accommodated in this location without harming the vitality and viability of Whaley Bridge town centre. Mitigation measures should aim at strengthening the town centre economy and improving its environment by removing industrial traffic, as set out above.
- 6.106 The retail study shows that the impact of any additional floorspace on the town centres in the Central Area would be highly related to the range of goods on sale, and the type of store. Given the limited range of goods on offer at the existing three towns in the Central Area, it is considered that the impact of any future non-food retailing at an out-of-centre location would not be detrimental to the vitality and viability of the town centres if the type of goods was restricted to 'bulky' goods. A condition should be imposed, therefore, that the proposed store should only be used for the sale of non-food 'bulky' goods: DIY products, hardware, garden products, furniture, carpets and floor coverings, and electrical goods. In addition, it should not be subdivided into smaller units comparable in size to existing units within the town centres in the Central Area. Such a scheme would, in effect, introduce an out-of-town shopping centre which might adversely affect the vitality and viability of such centres. A further condition should be added, therefore, that



any new out-of centre store in the Central Area should be limited to a single user, or limited number of users.

- 6.107 Applications for retail floorspace at Hogs Yard will not be required to demonstrate need and compliance with the sequential approach. However, whilst current evidence suggests that, with appropriate mitigation measures, the vitality and viability of existing centres will not be adversely affected, a retail impact study will be necessary to inform these measures. Issues of the effect of new development upon flood risk will still need to be considered where it has not previously been demonstrated that development can take place without causing flooding problems.

POLICY TC14 - REGENERATION AREA AT HOGS YARD, WHALEY BRIDGE

WITHIN THE REGENERATION AREA AT HOGS YARD IDENTIFIED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL BE GRANTED FOR:

- **BUSINESS**
- **HOTELS**
- **ASSEMBLY AND LEISURE**
- **FOOD AND DRINK**
- **TOURIST ACCOMMODATION AND FACILITIES AND NON-FOOD RETAIL DEVELOPMENT PROVIDED THAT:**
 - **THE RETAIL FLOORSPACE SHOULD NOT EXCEED 2500 SQUARE METRES**
 - **AN AMOUNT OF BUSINESS AND NON-RETAIL FLOORSPACE EQUAL TO THE RETAIL FLOORSPACE SHOULD BE DEVELOPED**
 - **THE RETAIL FLOORSPACE SHOULD NOT BE OCCUPIED UNTIL THE NON-RETAIL FLOORSPACE IS SUBSTANTIALLY COMPLETE**
 - **ANY RETAIL FLOORSPACE SHOULD BE USED FOR THE SALE OF NON-FOOD BULKY GOODS IN THE FOLLOWING CATEGORIES ONLY: DIY PRODUCTS, HARDWARE, GARDEN PRODUCTS, FURNITURE, CARPETS AND FLOOR COVERINGS, AND ELECTRICAL GOODS**
 - **USE SHOULD BE LIMITED TO A SINGLE USER, OR LIMITED NUMBER OF USERS**

THE PROPOSAL SHOULD BE ACCOMPANIED BY A RETAIL IMPACT STUDY TO ASSESS THE LIKELY EFFECTS OF THE DEVELOPMENT ON THE VITALITY AND VIABILITY OF WHALEY BRIDGE TOWN CENTRE AND OTHER CENTRAL AREA TOWN CENTRES



A PLANNING OBLIGATION INCLUDING APPROPRIATE MITIGATION MEASURES WILL BE NEGOTIATED BEFORE THE RETAIL FLOORSPACE IS OCCUPIED

WITHIN THE DEVELOPMENT, LAND WILL BE RESERVED TO ALLOW FOR THE CONSTRUCTION OF AN ACCESS ROAD AND A NEW BRIDGE OVER THE RIVER GOYT TO PROVIDE A NEW ACCESS TO THE BINGSWOOD INDUSTRIAL ESTATE AND UNDEVELOPED LAND ADJOINING THE BINGSWOOD ESTATE IN ACCORDANCE WITH POLICY TR3

Traffic Calming and Car Parking

- 6.108 Market Street was once part of the A6 trunk road, and despite the construction of the by-pass, it still takes some through traffic. Whaley Bridge's traffic problems are less severe than most other town centres in the High Peak, but traffic calming measures would nevertheless be desirable to give pedestrians greater priority and security. Possible opportunities will be investigated with Derbyshire County Council, as highway authority.
- 6.109 Car parking surveys of Whaley Bridge were carried out in 1999. These found that the two existing public car parks, together with on-street parking, should be sufficient to satisfy parking demands for several years. The Council has no proposals to provide additional public parking areas. Nevertheless, a scheme to improve the surfacing and landscaping of the Station Car Park, and to mark out parking bays has recently been completed, and the Whaley Bridge Regeneration Partnership has initiated a scheme to re-organise and improve the Canal Wharf Car Park.

Tourism

- 6.110 Whaley Bridge has significant potential for visitor-related development, building on its association with the Canal and nearby Bugsworth Basin, the former Cromford and High Peak Railway and the Goyt Valley, including the Goyt Way and Mid-Shires Way long distance trails. The Council through the strategy of the Regeneration Partnership wishes to encourage the provision of overnight accommodation and other visitor facilities, particularly where these also help to conserve and enhance the character of the area.

Chapel-en-le-Frith

- 6.111 Chapel-en-le-Frith's town centre focuses on the Market Place. It experiences problems of traffic congestion and lack of parking space. Recent shopping and commercial development has tended to take place outside the core area of the Market Place, along Market Street and at Thornbrook Road.



Built Environment

- 6.112 Chapel-en-le-Frith's historic core contains a wealth of fine detailing of materials and textures, and has an intimate scale of buildings and open space. The main road passes along the south side of the old Market Place, and does not detract much from the very attractive environment of the market area, which is at a higher level. The Conservation Area, which covers most of the town centre, was extended in 1994.
- 6.113 The Council, in conjunction with Derbyshire County Council and English Heritage operate a Heritage Economic Regeneration Scheme, which offers financial assistance to suitable repair and restoration schemes which will help protect, enhance and regenerate the historic character of the Chapel-en-le-Frith Conservation Area. The scheme is managed through the Chapel-en-le-Frith Regeneration Partnership and has aided in the restoration of a number of problem buildings and sites including 2 Rowton Grange Road and has also grant aided the surface dressing of the pavements along the town's main street.
- 6.114 The Regeneration Partnership in Chapel-en-le-Frith has been established to try to formulate and implement a clear strategy for the town, focusing in particular on the town centre. Key themes in trying to regenerate town centres are to boost the economy of the town, improving its appearance, encouraging more visitors and developing pride through greater involvement of the local community. One of the principle aims of the Partnership is to increase the awareness of Chapel as an historic old town.

Shopping

- 6.115 Chapel's centre has about 4,400 sq m (47,000 sq ft) of retail floorspace, providing mainly non-food shopping for the local population. The shops lie in the Market Place and along Market Street, from Cross Street to Town End. There is also a small arcade of shops on Thornbrook Road which has benefited a little from the development of the nearby car park, clinic and doctor's surgery. A new 2,969 sq m (32,000 sq ft) Safeway store has recently been built close to the town centre which has provided a major boost to the town and has developed good town centre links. The town also has a Co-op located within the Market Place however elsewhere, there has been little interest in major retail development in the town, and opportunities are likely to continue to be concentrated upon the re-use and refurbishment of existing buildings. Loss of existing shop units to other uses continues to cause concern and the problem is compounded when traditional shop fronts are at risk. A balance needs to be struck between the protection of important retail frontages and the problems associated with retail units remaining vacant for many months. Any residential development or change of use of existing properties within the town centre will need to meet the requirements of Policy TC8.



Traffic Calming and Car Parking

- 6.116 Although the volume of traffic along Market Street has been reduced by the A6 bypass, it continues to be used by some through traffic and remains very busy at times. There is no scope for diverting traffic to create a pedestrian priority area, but traffic calming measures introduced by Derbyshire County Council have slowed traffic down and improved conditions for pedestrians on Market Street.
- 6.117 Parking remains difficult because of the layout of the town centre. The Miry Meadow car park appears underused probably because of its lack of visibility and poor vehicular and pedestrian access. There is also scope to extend the existing car park at Thornbrook Road, should the need arise.

Tourism

- 6.118 Chapel-en-le-Frith is known as the 'Capital of the Peak'. With its historical role within the Royal Forest of the Peak, its very attractive Market Place and surrounding countryside and walks and the tranquillity and attraction of Combs Reservoir, there is great potential for tourist developments, including specialist shops and facilities in the town. Schemes such as the refurbished Hearse House as an information centre should help to promote other developments.

Buxton

- 6.119 Buxton is an historic town of national importance. It developed and grew as a spa town, and has a splendid architectural and cultural heritage. Buxton is the principal service centre for the Peak District and is a major draw for visitors. Its relative isolation from Greater Manchester also means that it is not overshadowed by larger centres. The town centre is consequently larger and has a higher quality and range of shops than might otherwise be expected for a town of its size.

Built Environment

- 6.120 Recently a number of initiatives of local and regional importance have emerged which will affect the growth and status of Buxton Town Centre. These provide great potential to help further the regeneration of Buxton but also make prescriptive planning policies difficult and dictate a flexible approach. Major developments by HSL at Harpur Hill and Tarmac at Waterswallows will boost activity in the town centre. The merger between High Peak College and the University of Derby is another major initiative that will directly affect the town centre and create many jobs. The University is undertaking an ambitious programme of expansion in Buxton with the acquisition of major new buildings in the town centre including the Devonshire Royal Hospital as their main campus building. They are also looking to acquire land and buildings for student accommodation and have secured planning permission for flats at Lightwood Road.



6.121 In the long term, the possible re-opening of the Buxton-Matlock railway on the former Manchester – Derby mainline will also have major implications for the town. This major infrastructure project is now the subject of feasibility work and might involve the relocation of Buxton station to accommodate through trains. At present Buxton station is at the terminus of the line from Stockport and Manchester and could not accommodate through trains if the old mainline is re-opened.

Buxton Central Regeneration Area

6.122 The existing Buxton Regeneration Areas include the Station area, Spring Gardens Shopping Centre and Wye Street Car Park. Some new development has taken place in this area in the form of Buxton Mineral Water's continued expansion and the new Aldi store. However there is a need to revise the boundaries of this area and the policy focus in the context of the impending major developments in Buxton.

6.123 The prominent area of land around Buxton station, a listed building, contributes little to the image of the town. The Station Yard area provides perhaps the best opportunity in Buxton town centre for a comprehensive redevelopment scheme particularly if the station is to be relocated. This would also provide the opportunity to deal with the problem of access between the town centre and development in the Hogshaw area. Development of offices, workshops, hotel or leisure uses would be particularly welcomed. The area would also be suitable for extension of the proposed University campus. Any redevelopment proposals for this area will need to include the retention and reuse of the existing Buxton Station Listed Building if the Buxton-Matlock line is reopened and Buxton Station is relocated. However, if the station remains it is important that any new development safeguards passenger access to the railway station and does not discourage use of the railway or bus/rail interchange.

6.124 Another site which offers scope for town centre redevelopment is the Wye Street car park. In particular, sensitive development could enhance the area, which currently presents the very stark rear view of the Spring Gardens Centre from the relief road and the station area. Any development should, where possible, improve the rear servicing arrangements for Spring Gardens and the pedestrian links between the Centre and Spring Gardens and also increase car parking capacity on the site.

6.125 The triangle of land bounded by Bridge Street, Spring Gardens and the Ashwood Dale railway is a potential site for a new station and also has potential for other new development. It has recently been the subject of a planning application for student residential accommodation and is identified as an urban capacity site for housing.

6.126 These sites are designated as the Buxton Central Regeneration area in the Plan, where high quality comprehensive development schemes will be welcomed. Existing well used car parking spaces which are displaced will need to be incorporated in the overall development scheme. In the case of Wye Street, this is



likely to mean parking above ground level. Variations in existing ground levels in the area should help such a parking scheme to be successfully assimilated. A well-designed scheme could mitigate past design failures in this area and provide a new and more attractive focus. (Any retail development on this site will also have to meet the requirements of policies TC3 and TC4)

Market Place Regeneration Area

- 6.127 Higher Buxton is the original centre of Buxton and still serves an important role as a civic and shopping area and as a focus for evening leisure activities. The higher Buxton Heritage Economic Regeneration Scheme is focussing grant aid on the repair and restoration of historic shopfronts. A consultants study is looking at the use of the space within the Market Place and the enhancement of the space and the buildings that surround it. Issues to be resolved include the revitalisation of the market, conflicts between car parking, public transport and market activity and the underuse of upper floors and backland sites.
- 6.128 The Cattle market car park and Council depot on Market Street have potential for new-build development subject to satisfactory replacement of the depot and the reconciliation of new-build development with conservation requirements and car parking requirements for local residents and visitors to the Market Place area.
- 6.129 A Regeneration Area is designated including the existing buildings around the Market Place and the sites on Market Street. Its purpose is to promote appropriate conversion and re-use of buildings in the Market Place and appropriate high quality new build development at Market Street. The focus of any development should be on maintaining and enhancing the vitality and viability of the Market Place as an important component of the town centre. In particular the development of specialist retail uses, leisure and tourism uses and business development will be encouraged. Residential development will also be encouraged particularly where it makes use of upper floors and/or underused land. (Any retail development on this site will also have to meet the requirements of policies TC3 and TC4)

TC15 – REGENERATION AREAS IN BUXTON

WITHIN THE FOLLOWING REGENERATION AREAS, IDENTIFIED ON THE PROPOSALS MAP:

- **BUXTON CENTRAL; AND**
- **BUXTON MARKET PLACE,**

PLANNING PERMISSION WILL BE GRANTED FOR COMPREHENSIVE DEVELOPMENT SCHEMES INCLUDING THE CONVERSION AND RE-USE OF EXISTING BUILDINGS TO PROVIDE:

- **OFFICE AND BUSINESS ACCOMMODATION; AND/OR**



- LEISURE FACILITIES; AND/OR
- TOURIST ACCOMMODATION; AND/OR
- RETAIL DEVELOPMENT, AND/OR
- UNIVERSITY DEVELOPMENT, AND/OR
- PUBLIC TRANSPORT AND PARKING FACILITIES, AND/OR
- RESIDENTIAL DEVELOPMENT AS PART OF A MIXED USE SCHEME AND/OR RE-USE OF EXISTING BUILDINGS

PROVIDED THAT:

- THE DEVELOPMENT WILL BE OF HIGH QUALITY AND WILL BE SYMPATHETIC TO THE CHARACTER OF THE AREA IN TERMS OF ITS SITING, SCALE, FORM, LAYOUT, DESIGN, DETAILING, EXTERNAL APPEARANCE AND LANDSCAPE TREATMENT; AND
- A TRAVEL PLAN IS PREPARED FOR THE DEVELOPMENT
- THE DEVELOPMENT WILL INCLUDE PEDESTRIAN LINKS TO EXISTING TOWN CENTRE FACILITIES; AND
- THE DEVELOPMENT WILL BE PROVIDED WITH ADEQUATE CAR PARKING AREAS; AND
- RETAIL DEVELOPMENT WILL BE SUBJECT TO POLICIES TC3 AND TC4

IN THE BUXTON CENTRAL AREA, PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD PREJUDICE THE CONTINUED PROVISION OF PUBLIC PASSENGER TRANSPORT OR THE OPERATIONAL RAILWAY REQUIREMENTS OF FREIGHT AND PASSENGER SERVICES AND FACILITIES.

Shopping

6.130 Buxton is the major shopping centre in the High Peak. There is over 25,000 sq m (277,000 sq ft) of retail floorspace, providing a wide range of convenience and comparison outlets serving a large catchment area and the many visitors to the town.



- 6.131 Buxton's two main shopping areas - the Market Place and Spring Gardens - reflect its historical development. The Market Place was the original shopping centre for Buxton before the development of the Spa in the 18th and 19th centuries. It is still the site of the market but, with the exception of Kwik Save, there are no national retailers present. The main shopping street is now Spring Gardens in which many of the major national retailers are represented, and the importance of this area has been emphasised by recent developments.
- 6.132 The town centre relief road led to the redevelopment of a large area between the by-pass and Spring Gardens in 1986. This scheme - the Spring Gardens Centre - amounted to approximately 9,950 sq m (107,000 sq ft) of new retail floorspace, including an extension to Marks and Spencer, a 2,044 sq m (22,000 sq. ft) Somerfield Supermarket and 22 smaller units. A glass-covered arcade links the scheme to Spring Gardens.
- 6.133 Other schemes include the conversion of the Thermal Baths, an important listed building, in 1987 to 930 sq m (10,000 sq ft) of specialist shops and restaurant, and the conversion of the Old Courthouse behind the Crescent to 465 sq m (5,000 sq ft) of small shop units. A refurbishment for the Thermal Baths is currently under consideration.
- 6.134 In 1992, a 3,650 sq m (39,500 sq ft) foodstore opened on an out-of-centre site on part of the former gas works on Bakewell Road. More recently Aldi has carried out a high quality development on a prominent site on Station Road. Buxton now has 4 supermarkets, and there is probably little scope for additional food shopping. However, there may be potential for further growth in comparison shopping including some limited "courtyard" development off Spring Gardens. Sites for possible comprehensive development schemes have also been identified in the town centre Regeneration areas (Policy TC4). It is also hoped that the University development will lead to further development of specialist shopping throughout the town centre.

Traffic Calming and Car Parking

- 6.135 The town centre received a major boost with the completion of the Spring Gardens Pedestrian Priority Scheme in 1998. This scheme not only improved the environment for pedestrians in the town's main shopping street but also improved the linkage across Terrace Road to The Crescent and Spring Gardens. Full pedestrianisation was not possible due to the lack of rear servicing opportunities although possible redevelopment of land to the rear of Spring Gardens may provide better rear servicing arrangements in the future.
- 6.136 In addition, the Council will continue to pursue with Derbyshire County Council traffic calming measures and improved facilities for the pedestrian elsewhere, including in the Crescent, the Square/Hall Bank, Water Street and Market Place.
- 6.137 Car parking surveys were carried out in 1999 to assess overall parking numbers and patterns. The results show that the centre of Buxton gets extremely busy



particularly during the summer months, at weekends and on Market days. Some off-street areas did reach capacity at the busiest times (e.g. Saturday afternoons). The extension of Pavilion Gardens car park has helped to alleviate some demand and new highway signing now directs traffic to this car park. Overall off-street capacity can just about keep up with the current demand however if any spaces are lost through development Buxton would not have sufficient spaces. The Council will be seeking to keep up with car parking demand and seek new parking areas within the town centre where possible.

- 6.138 Some on-street areas are also very heavily used, and the survey concluded that more parking spaces could be made available by increasing turnover, for example by imposing shorter waiting limits. The Council has requested Derbyshire County Council to conduct a review of on-street parking restrictions, and to consider the scope for residents' only parking areas in parts of the town.
- 6.139 Major new developments, such as at the Station Yard site, will be expected to provide sufficient new spaces to meet the additional demand created by them and where possible increase the total capacity within the town. However, as in Glossop, the scope to introduce additional car parks is constrained because the areas of underused land in the town centre also provide the best opportunities to introduce high quality retail, office, leisure or other town centre uses.
- 6.140 If, in the longer term, the level of car ownership and demand for parking spaces continues to increase, the solution may be to increase the capacity of the Wye Street car park by multi-storey parking. However, unless this can be achieved as part of a town centre redevelopment scheme, it is likely to be uneconomic.

Tourism

- 6.141 Buxton is the 'Heart of the Peak District', the major tourist centre of the High Peak and the wider Peak District
- 6.142 The Council will continue to promote the development of tourist facilities and accommodation, and to market Buxton on the basis of its central location in relation to the Peak District and other tourist destinations.
- 6.143 The university development should help to enhance year round entertainment and leisure activities and the reopening of the Buxton-Matlock railway is an important element in maintaining and enhancing Buxton's role as a sustainable tourism location and the development of sustainable tourism within the wider Peak District.

