

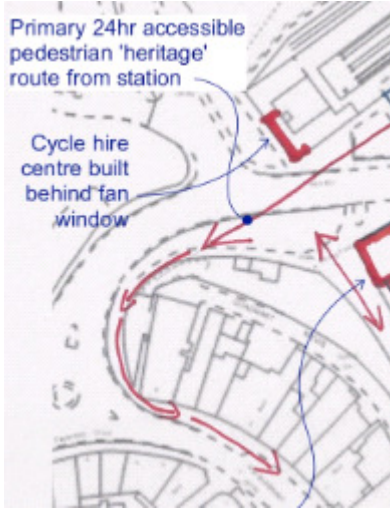
Vision Buxton: Comments and Detailed response


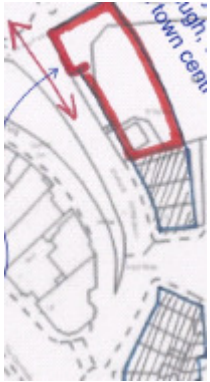
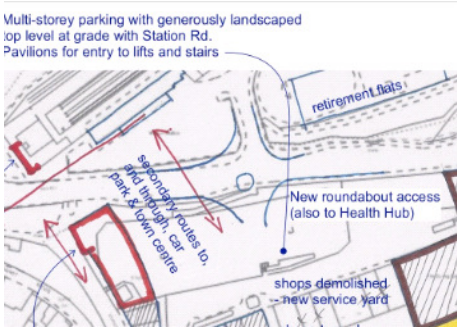
The chairman of Buxton Vision has responded with some interesting ideas to remodel the town centre. A number of these are inline with the emerging masterplan or have been explored and ruled out for the reasons identified below.

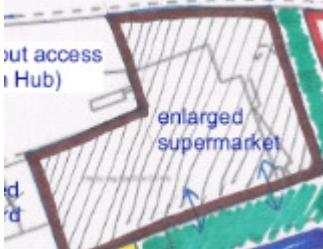


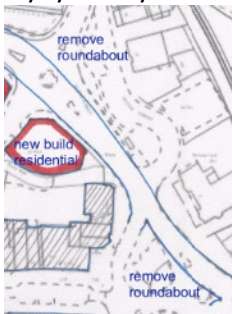
In order to secure funding under the Government’s initiative, the business case submitted by the Council must generate a Benefit Cost Ratio of at least 2.0. Details of how this is calculated can be found within the Governments [Green Book Analysis](#). In effect, the proposals must generate a commercial return and land value uplift through development using the funding given. The suggestions put forward by Vision Buxton chairman would not deliver sufficiently high levels of return on investment to secure the funding. Therefore if a bid were submitted in line with these suggestions, it would fail at this initial hurdle.


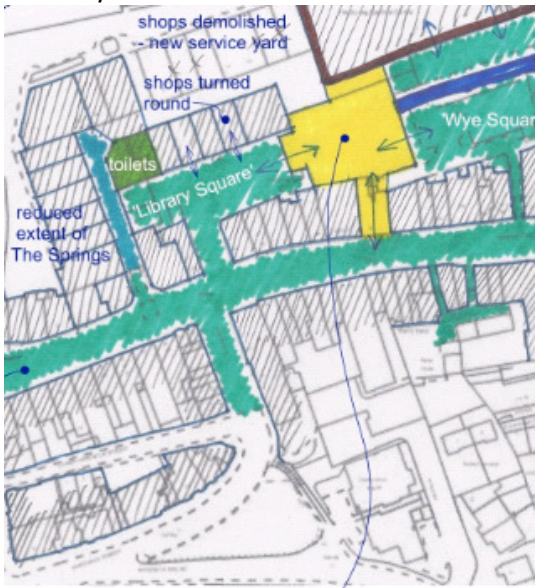
Having said this, the proposals do include some interesting ideas, and where possible we are looking to consider these in more detail, either as part of the FHSF or as part of wider proposals for Buxton.


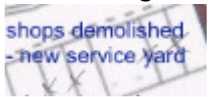

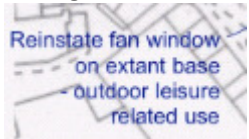
Detailed comments:

	Vision Buxton/RM Comment	Response	Follow up Action
1.	<p>Station approach/Terrace Road (as primary pedestrian route)</p> 	<p>The suggestion is that the status quo is retained as the primary route from the Station into the town centre. It is not proposed to change the private road (Station Approach) or Terrace Road (the Quadrant) and this will option will still exist. As this represents the current situation, it will have no impact on increasing footfall into the town centre, which is one of the primary objectives of the proposals and government funding.</p> <p>It should also be noted:</p> <ul style="list-style-type: none"> • The station link is designed to support residents walking to/from the station and emerging health hub via the town centre shopping core; • The Station link was most popular with 460 written responses to consultation – so response appears out of step with overarching residents’ view. • Proposals for pedestrian route from station to Springs Gardens via shopping centre and road facing buildings along Station Approach are the same as per adopted ‘Station Road Supplementary Planning Doc’ which had extensive public consultation before adoption in 2007 and also formed the basis of the Buxton Design & Placemaking Strategy 2009 – so the principle of this kind of development has both had extensive consultation but has also been formally adopted as planning policy. • The FHSF allow only 5% of project budget to be spent on public realm improvements, so any improvements to pavement on Station road/Terrace Rod (the Quadrant) would impact on reduced public realm improvements on Spring Gardens. 	
2	<p>Secondary route to town centre (station terrace & multi-storey car parking)</p>	<p>Vision Buxton included as per proposals.</p>	<p>As per masterplan</p>

			
3	<p>Smaller scale residential development (adjacent to Conway's)</p> 	<p>While we appreciate Vision Buxton's support for the principle of residential at this location, the scale of this proposal would be too small to either be financially viable for a developer or provide sufficient Benefit cost ratio uplift to enable fhsf to be secured. Planning Policy support residential Station Road facing development.</p>	
4	<p>Proposed roundabout access to under croft car parking and health hub</p>  <p>Multi-storey parking with generously landscaped top level at grade with Station Rd. Pavilions for entry to lifts and stairs</p>	<p>The consultant team include Pell Freishman, one of the UK's leading consulting Highway engineers who have discussing a range of options with the Highways Authority. An analysis of cumulative impact of developments has taken place and DCC Highways have confirmed that a Transport Assessment is currently underway which will cover this area.</p> <p>Any changes to Station road junction (to access Health hub and car parking) will be informed by this work but will fall outside of the scope of the Future High Street funding business case. It is worth noting that an additional new roundabout at this location, is likely to incompatible with pedestrian crossings and could discourage walking to station.</p> <p>DCC Highways continue to be engaged on all traffic aspects, and we will take advice from them.</p>	<p>Pass to consultants /DCC Highways for consideration</p>
5	<p>Enlarged supermarket</p>	<p>The emerging masterplan was a result of consultation both with property owner and a commercial demand assessment. The proposed scale of enlargement appears to be larger than commercial demand and would therefore not secure commercial investment.</p>	

		<p>It should also be noted, that FHSF cannot be used for retail.</p>	
6	<p>Pedestrian route via Aldi car park</p> 	<p>This is a sensible suggestion for linking the Health hub and eastern end of Spring Gardens over the longer term. The Council is not in a position to impose a new public right of way over private land without an appropriate legal process, but there is potential for this to be created as part of any Health Hub.</p> <p>It should be noted:</p> <ul style="list-style-type: none"> • That as site is outside of red-line area where eligible funding can be spent, this will necessarily need to be outside of FHSF project. • That there is significant level change which between existing Aldi car park and former bottling site and any such pedestrian route would not be fully accessible. 	<p>Consider as part of Health hub</p>
7	<p>FE building</p> 	<p>Vision Buxton is proposing re-use of the surface level car parking as per the emerging masterplan, but they have identified this as new build site/FE building.</p> <p>The proposal is in principle relatively similar to the emerging masterplan but extends over the culverted area of the River Wye. This option was previously explored by consultants with the Environment Agency and DCC flood team as part of initial analysis and upon their advice has been ruled out. ,</p>	
8.	<p>Removal of Wye Bridge roundabout; bus layby and sylvan car roundabout- Terrace</p> 	<p>This is an interesting suggestion to improve traffic flow – but does fall outside of the scope of the FHSF scheme. The Council is happy to forward suggestion to DCC Highways for consideration .</p>	<p>Can be passed to DCC Highways for consideration.</p>
9	<p>Hays travel building relocation</p>	<p>While we understand the view that a public square could be created if the Pavilion building (housing Hays travel) were relocated, this building is both in private ownership and is fully</p>	

	 <p>Hays Travel and adj. unit relocated within Buxton to create 'White Lion Square' as termination of pedestrianised area</p>	<p>occupied with a use compatible for town centre. Historic England are particularly keen to see this building restored enhanced through the Heritage Action Zone).</p>	
<p>10</p>	<p>M&S as community hub/library and creation of 'Library Square' in existing service yard.</p>  <p>Community Hub - library etc. created in rear of old M&S but entered thru' adjacent, lower value, shop unit from Spring Gardens and opening out into both new public spaces</p>	<p>The conversion of M&S to a community hub is a valid concept but requires an identified partner to be interested in purchase, refurbishment and maintenance as well as having identified use. At the time of initial emerging masterplan, no such interest was identified as partners were led to believe that the co-location of the library with the health hub were at an advanced stage. Following the consultation feedback, both Vision Buxton and members of the public identified a preference for a town centre library and DCC is re-examining this option.</p> <p>In terms of the creation of a public square in the existing service yard, this idea was explored and discounted as unfeasible because:</p> <ul style="list-style-type: none"> • Taking out occupied units is not something that the commercial landlord would agree to fund as it would reduce their financial returns; • Remodelling of units to 'turn shops around' (storage, staff facilities, extraction & power systems) would be extremely expensive with no commercial return • Any proposed square would still need to include rear facilities (waste bins/extraction systems/delivery points etc.) to properties that front north/south axis within the Springs (Loungers, Clinton cards) and properties that front Spring Gardens • Proposals would require change of legal rights & usage for existing tenants which both the freeholders and tenants will oppose. There are multiple freeholders to negotiate with and this could result in projected legal processes. • Any removal of rights for rear-use will make it significantly more difficult for commercial properties to operate (exhaust, waste, deliveries) and make units less desirable • Culvert for River Wye runs underneath-would restrict design and maybe formally opposed by Environment Agency • Proposals need to comply with Planning Policy S7 (protect the quality and quantity of mineral water sources) Advice has been sought as service yard is currently within priority catchment area. Advice given is that Excavations exceeding 600mm would be opposed or even prohibited. 	<p>Consider as part of next stage.</p>

12	<p>Toilet's in occupied business units</p> 	<p>While in theory, a commercial landowner could choose to evict an existing business tenant and remodel the unit as a new toilet block, it would not be in their commercial interest to do this. There are already proposals for new toilets including a Changing Places toilet within the FHSF proposals, and if successful, we would be happy to see if there is an option to locate new facilities in this or similar location – but it maybe more cost effective to locate these adjacent to new public square..</p>	<p>Keep under review.</p>
13	<p>Demolishing of Units (Spec savers-Trespass)</p> 	<p>While the concept has merit (reducing overall retail floorspace), it is unlikely to receive commercial backing from the owners of the Springs, who are needed as co-investor. It also would reduce the benefit cost ratio required to leverage the funding. It should be noted: FHSF itself cannot be used to re-model retail units.</p>	
14	<p>Wye Square</p> 	<p>Vision Buxton is supportive of the principle of a new public square in line with the emerging masterplan (and adopted planning policy) but has suggested that this should be expanded to to the south of the River Wye (and restaurant buildings removed). The community consultation has also identified a preference for a larger square area but not in this location. Responses have identified a clear preference for buildings which mask the unattractive rear access points (waste/storage areas) and have development which inwardly frames the new civic area.</p> <p>It should also be noted:</p> <ul style="list-style-type: none"> • Loss of units will mean that this is insufficient benefit cost ratio delivered by the scheme to meet the minimum BCR threshold of the FHSF – and would mean that Buxton would not secure funding. • Operationally, leisure developers (cinema, gym, in-door recreation) want co-location with restaurants to achieve critical footfall mass to make proposals viable 	<p>Current design needs to be considered in light of public response to increase wye square area</p>
6	<p>Fan light</p> 	<p>The existing structure would be incorporated into proposed building as part of any future planning application in line with existing planning policy. There could be scope for reinstatement of lost heritage window if it did not impede future uses. This would need to be explored at design development stage but falls outside the scope of FHSF.</p>	