

BUXTON

Station Road



Design Framework
Local Development Framework
Supplementary Planning Document SPD

Adopted July 2007



Prepared by
Lathams Urban Design

On behalf of
High Peak Borough Council

July 2007

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Preface

Introduction

This document is a draft Supplementary Planning Document (SPD) in respect of a Design Framework for Station Road Buxton. It has been prepared having regard to national policy guidance in PPG's, PPS's and Circulars, Regional Spatial Strategy for the East Midlands (RSS8) and to the policies of the development plan which comprise the Derbyshire Structure Plan and the High Peak Local Plan. It supplements the policies of the development plan and should be read in conjunction with other SPD produced by the Borough Council. The Local Plan policies, which this guidance refers to, are reproduced in Appendix A of this document.

The role of the Supplementary Planning Document

This SPD provides non-statutory planning guidance, which supplements the policies of the development plan and is a material consideration in the determination of planning applications.

This SPD seeks to guide development and regeneration activity within the area designated by the adopted High Peak Local Plan under parent policy TC15. This SPD area covers the majority of the Buxton Central regeneration Area. This SPD does not attempt to alter the development objectives and aspirations set out under TC15 but provides additional detailed design guidance setting out the requirements that will be sought from future planning applications for development within the area. The SPD should be read in conjunction with other relevant policies of the Plan.

This SPD has been prepared under the provisions of the Planning and Compulsory Purchase Act 2004 and forms part of the emerging High Peak Local Development Framework.

This document sets out a vision for the study area as a vibrant and sustainable new quarter of Buxton. The Framework will act as a guide to future development and will help to establish a sense of place in the area, integrate it into the town centre, redress the problems caused by Station Road, capitalise on the gateway aspects of the area and provide detailed design guidance. The Design Framework aims to guide future development in this context and encourages a holistic approach whereby separate development proposals would consider the overall requirement of the area.

The great majority of land within the SPD area is not within Council ownership and the council recognises that major change in the area will be delivered by private sector developers; albeit within the context of the Local Development Framework and national planning policy.

This SPD was prepared to guide and promote the integrated regeneration of the area in accordance with Local plan policy and sets out the Council's requirements in terms the quality of design and type of development that will be acceptable. It also includes local context analysis information which will assist developers and their design advisors to better appreciate and respond to the opportunities and constraints of the area.

The council welcomes early discussion with developers and their design advisors regarding potential development proposals and the preparation of planning submissions.

Further Information

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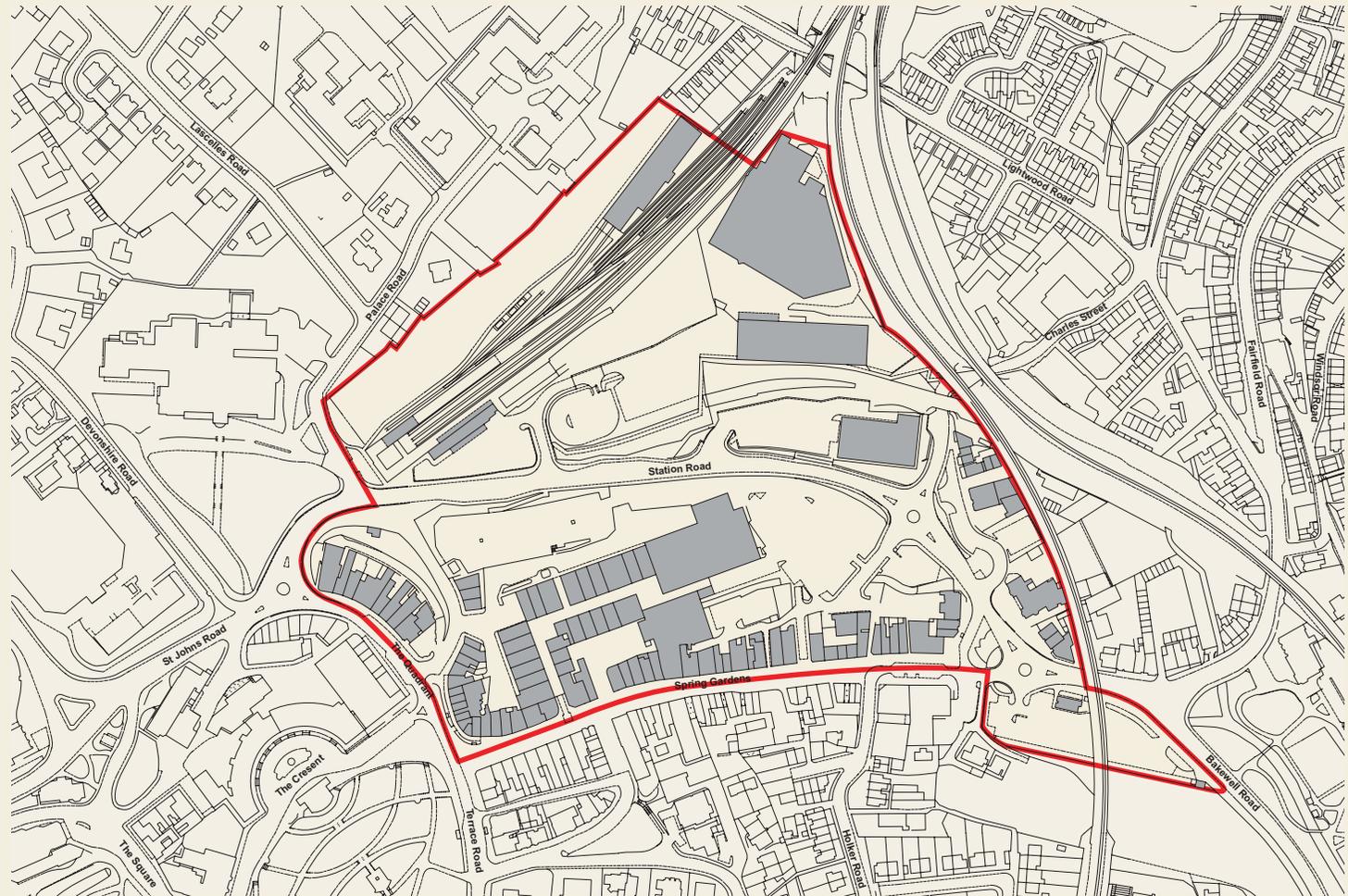
Buxton Station Road Design Framework Introduction

1.1 Study

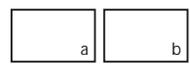
This study was commissioned by High Peak Borough Council. The principal aim of the study, as set out in the Client brief was to arrive at an agreed design framework for the future development of land around Station Road. This Design Framework establishes a number of design principles that respond to specific pressures and opportunities facing the area. These principles will inform and direct future developers and their design teams. The Design Framework does not attempt to provide a masterplan or comprehensive design for the study area.

1.2 Study area

Whilst recognising that any consideration of a complex urban area means that the influences and impacts of adjoining areas cannot be overlooked the study area boundary was tightly defined. It forms an area defined by Spring Gardens, the Quadrant, the wooded slope behind Buxton railway station and railway viaduct. The study area is shown on Plan 1. It should be noted that the study area includes the majority of the Buxton town centre regeneration area in addition to other areas immediately adjacent to the regeneration area (see map 35). The Design Framework responds to a number of current area specific pressures and is not contiguous with the Regeneration Area (TC15) defined within the Local Plan and does not therefore duplicate existing area specific policies. The areas that have been added to the Regeneration Area footprint by the Design Framework are those where future change could have significant visual impact upon the wider town centre.



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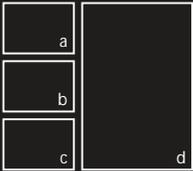


a Spring Gardens
b Station Road



Study Area

■ Study Area Boundary



a Nineteenth century timber framed shop
 b Critstone Pier, Buxton Railway Station
 c Nineteenth century office building, Station Approach
 d Critstone building frontage, the Quadrant

1.3 An area of change

The Council by commissioning this study have acknowledged the significant issues related to the form of Station Road and the potential of the study area. Not least as a result of developer interest in the potential extension of Spring Gardens shopping centre. Other factors would also seem to suggest that the area is attractive to developers and investors including the close proximity of the study area to the town centre core, adjoining conservation areas and heritage attractions and good road and rail connections.

1.4 A significant opportunity

The study presents an opportunity to develop views about the extent and nature of urban design guidance which could be used to influence and promote the process of change in a positive manner. Guidance must help realise the full potential of the area to achieve high quality mixed use development.

1.5 Study Preparation

This study has been prepared with information provided by the Council and informed by stakeholder and public consultation

1.6 Sustainability Appraisal

In addition to this SPD a Sustainability Appraisal (SA) has been produced concurrently with this guidance document. The SA has been produced as a separate document.

1.7 The SA has been undertaken in order to assess the environmental, social and economic effects that are likely to arise from the regeneration of the Station Road area of Buxton. The SA process has been used to evaluate the development principles that have been formulated to guide change on the site.

1.8 Structure of the document

The document includes the following sections:

- Section 2 Policy Background
- Section 3 Context analysis summary
- Section 4 A design led regeneration vision
- Section 5 Urban design principles
- Section 6 Conclusions



2.1 National Policy and Guidance Framework

Central Government guidance has over recent years highlighted the important role of design within the planning system and its contribution to successful regeneration, place making and delivery of the sustainable communities plan.

2.2 Planning Policy Statement 1: Delivering sustainable development (PPS1, ODPM) states that 'Good design ensures attractive, useable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning.'

2.3 Furthermore PPS1 states that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. Good practice in planning for the achievement of high quality and inclusive design is set out in By Design, Urban Design in the Planning System: Towards Better Practice; Safer Places: The Planning System and Crime Prevention; and Planning and Access for Disabled People: A Good Practice Guide.

2.4 Planning Policy Statement 6: Planning for Town Centres (ODPM) states that it is essential that town centres provide a high-quality and safe environment if they are to remain attractive and competitive and that policies for the design of development for main town centre uses, regardless of location, and for development in town centres, should promote high quality and inclusive design, in order to improve the character and quality of the area in which such development is located and the way it functions.

2.5 Planning for Town Centres: Guidance on Design and Implementation tools (ODPM, 2005) states that within the overarching design policy provided by PPS1 and the policy in PPS6, the following design principles should also be taken into account.

2.6 Development should:

- normally be orientated so that it fronts the street;
- respect building lines of the existing urban environment and, where appropriate, build up to the edge of the curtilage;
- maximise the amount of active street frontage;
- avoid designs which are inward looking and which present blank frontages;
- provide level access from the public realm; and
- in the case of development in edge-of-centre locations, provide good pedestrian access to the centre.

2.7 Furthermore, developments with innovative layouts which maximise the use of a site and, where appropriate, make use of multiple levels should be encouraged, having regard to local context. The design of buildings and shopfronts which are based on a standard design that is not well integrated with its local context should be avoided. Roofscape design should be carefully considered within the wider context, with any adverse visual impact of rooftop servicing minimised.

2.8 The guidance stresses that large amounts of surface level parking are likely to detract from the overall appearance of a development and its surrounding area and are unlikely to maximise the development potential of available land.

2.9 Car parking and service areas should be carefully located within a development so as to minimise visual impact. Car parking should normally be located to the rear, underneath or, where appropriate, above new development. Where surface car parking is proposed, this should be conceived within the overall landscape proposals for the development and link into the wider area. Multi-storey car parking should also be carefully designed and be well integrated with its surroundings.



The opening of the University has generated increased pedestrian footfall between the retail core of the town centre and the Devonshire Royal Campus.



The walking experience between Buxton Railway Station and key town centre destinations is low grade.



a Cafe, Terrace Road
b Terrace Road, view towards Palace Hotel





- a The Milton Head Public House
 b Projecting bay window, Spring Gardens
 c Jewellery shop front, Spring Gardens
 d Marks and Spencers frontage, Spring Gardens

Buxton Station Road Design Framework Policy Background

2.10 Through their planning and design policies and proposals, local planning authorities are encouraged to create high-quality streets and public spaces. They are also encouraged to work in partnership with other stakeholders, including the local highway authority, on the provision, rationalisation and maintenance of street furniture, signage and paving, to improve the streetscape and produce high-quality, accessible and coherent pedestrian environments. Pedestrian links between the primary shopping area and the wider town centre should where possible be strengthened, in particular with adjoining areas of secondary shopping importance, where links with the primary shopping area are often of critical importance.

2.11 The objectives of PPG13 are to integrate planning and transport to promote more sustainable transport choices, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and to reduce the need to travel, especially by car. When preparing development plans and considering planning applications, local authorities should give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, and ensure that the needs of disabled people as pedestrians, public transport users and motorists are taken into account. Also, protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements.

2.12 Planning Policy Guidance note PPG15 (Planning and the Historic Environment) and PPG16 (Archaeology and Planning) are both relevant to development within and in the vicinity area.

2.13 By Design

By Design, Urban Design in the Planning System: Towards Better Practice is the government's core urban design

guidance document. It identifies the following objectives or principles of design; they are mutually reinforcing:

- 1. Character** – to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture.
- 2. Continuity and enclosure** – to promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas.
- 3. Quality of the public realm** – to promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people.
- 4. Ease of movement** – to promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.
- 5. Legibility** – to promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around.
- 6. Adaptability** – to promote adaptability through development that can respond to changing social, technological and economic conditions.
- 7. Diversity** – To promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.

Aspects of development form

By Design states that effective design policy and design guidance is likely to focus on how, in a particular context, development form can achieve the urban design objectives. Aspects of development form are identified as follows:

Buxton Station Road Design Framework Policy Background

Layout: urban structure

The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one other.

Layout: urban grain

The pattern of the arrangement of street blocks, plots and their buildings in a settlement.

Density and mix

The amount of development on a given piece of land and the range of uses. Density influences the intensity of development, and in combination with the mix of uses can affect a place's vitality and viability.

Scale: height

Scale is the size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines.

Scale: massing

The combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces.

Appearance: details

The craftsmanship, building techniques, decoration, styles and lighting of a building or structure.

Appearance: materials

The texture, colour, pattern and durability of materials, and how they are used.

Landscape

The character and appearance of land, including its shape,

form, ecology, natural features, colours and elements, and the way these components combine.

Design Statements

The Government advises that applicants for planning permission should be able to demonstrate how they have:

- taken account of the need for good design in their development proposals; and
- had regard to relevant development plan policies and supplementary design guidance.

2.14 A Design Statement provides a written and graphic explanation of how these considerations have been taken into account. It is submitted in support of an application.

2.15 Design Reviewed Town Centre Retail

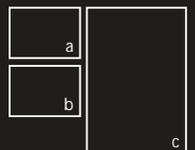
Design Reviewed Town Centre Retail (CABE 2004) sets out the lessons learnt from retail projects reviewed by CABE's expert design panel. CABE point out that they have not seen a successful town centre retail development that did not have a clear design vision. The design vision flows from a full understanding of the physical, economic and social context in which the development will take place.

This includes:

- the physical and social history of the town centre and its surroundings;
- the nature and character of existing development, public space networks and transport infrastructure;
- the overall strategy and plan for the town centre, as developed by the local authority, its partners and the community;
- the economic and social needs of the target population; and
- the nature of the desired retail offer, and the brand identity



a Exposed section of the River Wye at the west end of the shopping centre
b Disabled parking at eastern entrance to shopping centre
c Exposed section of River Wye, New Wye Street



that underpins it.

2.16 It is important that the emerging vision is shared and agreed between developer, planning authority and local community, before commissioning any significant design work.

2.17 Furthermore CABI recommend that every significant town centre retail development will require a detailed masterplan. Often, this may develop and detail an existing design framework or masterplan for a wider area, perhaps drawn up by the local authority and adopted as Supplementary Planning Guidance. There may also be more detailed town centre design guidelines that the developer will need to reflect and respect.

2.18 In CABI's view, the developer should prepare a full design statement regardless of any Environmental Impact Assessment requirement. This should comprise a clear three dimensional masterplan and written statement, which covers, as a minimum, the following issues:

- massing and plan form;
- heights;
- building orientations;
- mix and distribution of uses;
- landscape strategy, including distribution of public space;
- movement framework, including parking strategy and access and servicing strategy; and
- open and closed environments.

2.19 For significant retail schemes CABI's view is that this should be presented as a model as well as a series of plans, sections and elevation drawings.

2.20 Regional Policy

High Peak lies at the heart of the Peak District National Park and is at the northern tip of the County of Derbyshire. High Peak local authority area is located within the East Midlands,

however the Borough borders five other administrative counties and three other regions (Yorkshire and the Humber, the North West and the West Midlands). This geographical position results in the economic, functional and policy influences of adjacent administrative areas, particularly those of Greater Manchester and South Yorkshire, being relevant to the performance of the Borough.

2.21 Regional Economic Strategy (RES)

The Regional Economic Strategy for the East Midlands covers the period 2006 to 2020 aims to raise productivity, ensure sustainability and achieve equality within the regional economy. It is a stated priority of the RES to, 'ensure that the quality and supply of development land, and the balance between competing land uses, contributes towards sustainable growth of the regional economy'. The RES also promotes strategies for environmental protection, economic inclusion and economic renewal all of which are relevant to the Station Road area.

2.22 Regional Spatial Strategy (RSS8)

The Regional Spatial Strategy, adopted in 2005 sets out a range of sub regional spatial and thematic strategies. Buxton is located within the Peak Sub-Area. The RSS recognises the need to ensure that new development within the Sub-Area respects the high quality of the environment and in particular the built heritage of Buxton. The RSS promotes sustainable urban development within existing centres and sets out a clear requirement for high quality design (incorporating green construction, contextualism and safety).

2.23 Integrated Regional Strategy (IRS)

The East Midlands Integrated Regional Strategy attempts to ensure all regional policies for the East Midlands are supportive and compatible. The strategy sets out a number of objective based upon social, environmental, economic and spatial themes. The need to protect the cultural and built heritage of the region and to ensure new development meets high design and sustainability standards are

particularly relevant to the Station Road area.

2.24 The East Midlands Tourism Strategy 2003-2010

The EMDA Regional Tourism Strategy specifically recognises the value to the region of Buxton, its Festival and the Spa redevelopment. The importance of the Peak District National Park to the regional tourism economy is also recognised. The potential conflict between environmental needs and development pressures in areas of concentrated tourism activity is recognised.

2.25 2001 Derbyshire Structure Plan

The Derbyshire Structure Plan, adopted in 2001 provides detailed strategic context for the 2005 High Peak Local Plan. The Structure Plan covers the period 1991 to 2011. The Derbyshire Structure Plan, together with the High Peak Local Plan, forms most of the development plan for the areas of the Borough outside the Peak Park. The Structure Plan sets the broad planning policies for the area and is prepared by Derbyshire County Council. The Structure Plan contains a range of policies including those for Tourism, Economy and Town Centres that are relevant to the Station Road site.

2.26 Local Policy

High Peak Local Plan

The Council has to prepare and keep under review the High Peak Local Plan. This sets out the planning policies for the whole of the High Peak outside the Peak District National Park. The published Local Plan is used as a basis for assessing planning applications. Specific policies relevant to Station Road are explained in more detail in Appendix A of this document.

2.27 Local Development Framework

The Local Development Framework will supersede the Adopted Local Plan by 2007. Policies contained within the Adopted Local Plan will continue to be used in the determination of planning applications until documents

in the Local Development Scheme (LDS) are adopted. The main documents within the LDS are:

- The Core strategy
- Generic and Site specific planning policies
- The Proposals Map
- The Statement of Community Involvement
- The Annual Monitoring Report
- Supplementary Planning Documents

The Station Road Design Framework will form part of the LDS.

2.28 Design Guidance and Supplementary Planning Documents

The following High Peak Design Guides and Supplementary Planning Documents are relevant to proposals for the Station Road site and should be referred to prior to making an application:

- Designing out crime
- Shop Front Design Guide
- Signage Design Guide
- Residential Design Guide (Adopted SPD)

2.29 Conservation Area Appraisal

Part of the Station Road site falls within the Buxton Conservation Area. The recently completed Conservation Area Appraisal for this area is relevant not only to the areas of the site falling within the boundary of the Conservation Area but also the rest of the site which is visible from various locations throughout the Area.



Buxton Station Road Design Framework

Context analysis summary

3.1 The Station Road study area covers a significant proportion of the overall area of Buxton town centre; incorporating as it does the primary retail focus of the lower town - Spring Gardens and the Spring Gardens Shopping Centre. The relationship between the study area, Upper Buxton and the wider heritage attractions of the town is fundamental to the future economic, social and cultural well being of the town centre as a whole. The study area plays a pivotal role acting as the main gateway and arrival point to the town centre and as a key destination within it. It has the potential to make a greater contribution to the town centre adding value to Buxton as a destination with a range of attractions that will encourage overnight stays, repeat visits and maximise the benefits for the local economy. The study area currently provides those arriving at the station or by road via Station Road with a misleading impression of the quality of the town beyond.

3.2 Buxton has witnessed immense recent investment in its historic building fabric and open spaces including improvements to the Pavilion Gardens, The Slopes and Buxton Opera House, and the refurbishment of the Devonshire Royal to house the University of Derby campus and The Crescent as a Natural Thermal Spa and an hotel. This heritage led regeneration, together with other work undertaken by the Buxton Partnership and High Peak Council, is helping to position Buxton to be able to realise a vision as a major centre for tourism and to take full advantage of being on the door step of the second most visited National Park in the world (45 million visitors per year).

3.3 The quality and connectedness of town centre retailing and the public realm is an important component of the wider visitor offer as well as meeting the needs of local communities. The Station Road study area exhibits many negative characteristics which currently impact on the image, identity and legibility of the town centre. The Station Road Design Framework represents an opportunity to address the problems and realise the potential of the area within a coordinated framework.



a The Crescent
b University of Derby, the Devonshire Royal campus



Town Centre Context

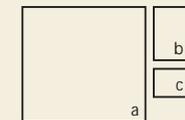
- Study Area
- Key Open Spaces
- P Visitor Car Parks
- i Tourist Information Centre

3.4 Historical Development

Buxton's rich and varied urban form has developed over many centuries as a result of its location and supply of natural mineral water. Buxton has been known for the curative properties of its thermal springs since its settlement by the Romans, when it was called Aquae Arnemetiae. The springs were used throughout the Middle Ages and Tudor period, but the development of the Spa in the 18th and 19th Centuries was due mainly to the 5th, 6th and 7th Dukes of Devonshire who were the principal landowners. The Spa developed around the natural springs at the lowest point of the geological basin in which Buxton lies.

3.5 Up to the middle of the 18th Century, Buxton was a minor settlement. As the 19th century progressed, the town's reputation for water treatment and hydrotherapy spread, particularly with the arrival of the railways in 1863. At this point, Buxton's relative isolation and remoteness was overcome and the town became accessible from Liverpool, Manchester, Sheffield and Nottingham. Railway connections led to an increase in the number of hotels and guest houses and the majority of the villa housing in and around the town dates from the late Victorian and Edwardian period. This period also saw the growth in importance of Spring Gardens as a major commercial street to rival Upper Buxton. Its pre-eminence was cemented with the development of the Spring Gardens Shopping Centre in the 1980's and the pedestrianisation of Spring Gardens in the 1990's; made possible by the construction of Station Road as a relief road.

3.6 The closure and rationalisation of the railways (Midland station and connecting lines, engine and goods sheds and associated yards) in the 20th century enabled other developments to take place. The present day Spring Gardens Shopping Centre, car parks, Aldi supermarket, Buxton Water plant, and Station Road have all been constructed on former railway land from the 1980's onwards.



- a Aerial view of Buxton
- b The Crescent
- c Royal Devonshire Campus, University of Derby



- a Pavillion Gardens, Octagon and River Wye
- b Pedestrian entrance to the Pavillion Gardens, the Square



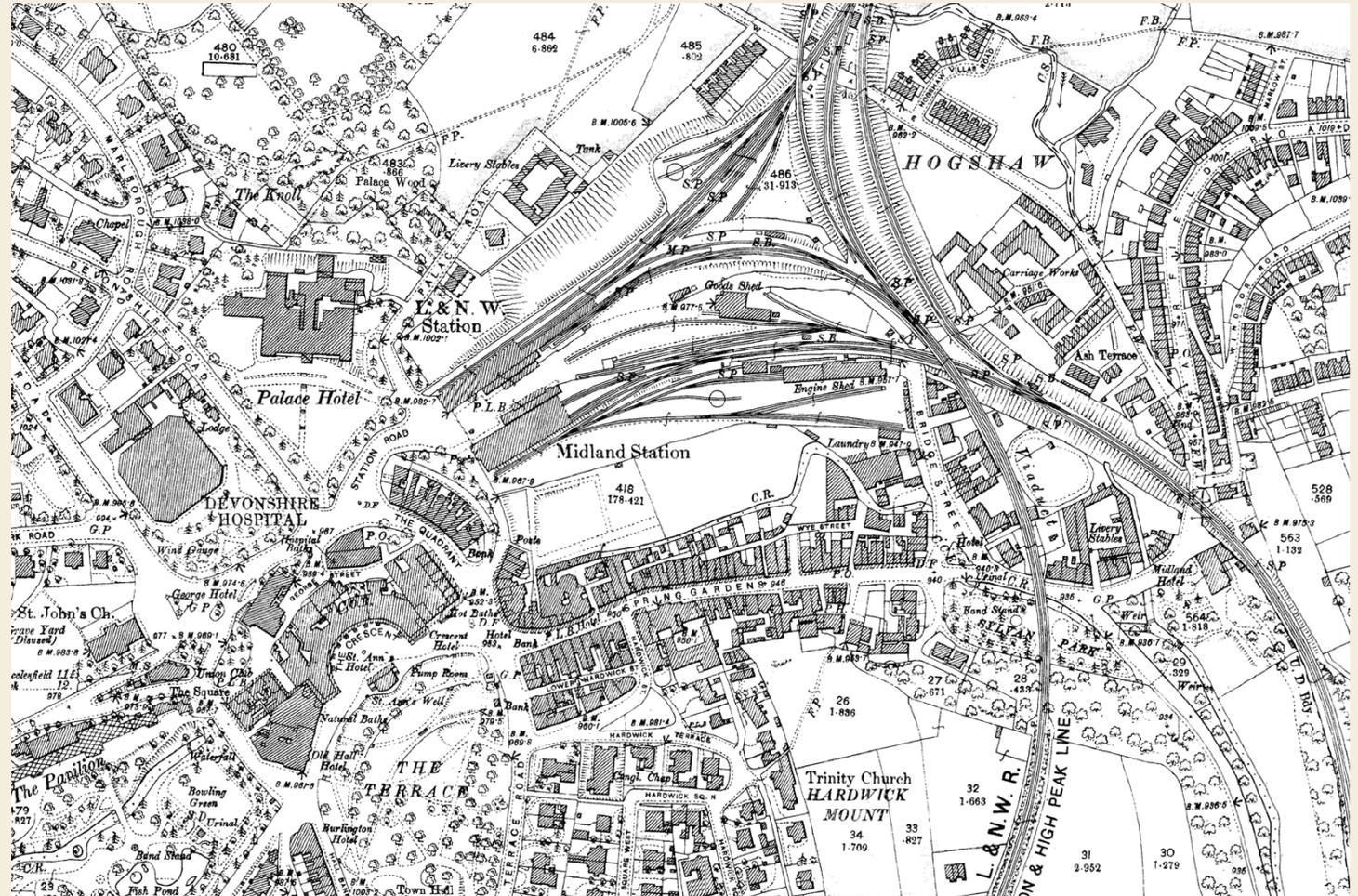
Buxton Station Road Design Framework Context analysis summary

3

3.6 The impact of the railways is strongly evident within the study area today. Buxton station (listed building, formerly the L & NW Station) and the monumental railway viaduct punctuate the area. The scale of the viaduct is in sharp contrast to that of the one storey station building and former station building façade. They remain a poorly recognised testament of Buxton's railway heritage.

3.7 Buxton is one of the principal service centres for the Peak District and its historic buildings have made it a major focus for visitors. The central historic core of Buxton has been protected since 1968 when the Buxton Central Conservation Area was designated. Today all the historic part of Buxton's town centre lies within the Hardwick and Central Conservation Areas. Buxton is distinguished not only by its major historic buildings, but also by its distinctive roofscape of domes (e.g. Devonshire Royal Hospital, Octagon, Opera House and St. John's Church) and towers, such as those on the Palace Hotel and Pavilion Gardens; the uniform use of materials (cut and dressed stone, glass and ironwork) throughout most of the centre; and other features such as its colonnades (glazed along the Quadrant and Grove Hotel, and stone beneath the Crescent and The Square).

3.8 The popularity of the Spa treatment in Buxton decreased after 1950, and many former Spa buildings, such as the Natural and Thermal Baths, later fell into disuse. Only relatively recently has new investment been made in the major buildings and spaces of the town. This investment has come from public sector funding sources in the form of infrastructure improvements and grant assisted restoration of The Crescent and other historic buildings and public open spaces. The aim of these improvements has been to stimulate private sector investment in the town.



1898 Ordnance Survey



a Twin gables of Buxton Station, 1963
b View to station yards from the Town Hall, c 1925

Buxton Station Road Design Framework Context analysis summary



3.9 Most recently the Buxton Crescent and Thermal Spa project has been proposed which will, in partnership with a private developer (Osborne Group together with Danubius Hotels) deliver an hotel and spa along with the following additional uses:

- 8 specialist retail units;
- a re-located tourist information centre;
- refurbishment of The Pump Room as a tea room giving free access for the public to "take the waters"; and
- a brand new visitor interpretation centre.

The project aims to restore the town as a centre and international destination for spa treatments once again.

3.10 Health tourism is a large and growing market sector. It is estimated that UK residents take around 13.8 m spa trips per year and the market is estimated to be growing by 7.4 per cent annually. Typically customers are higher spenders and often incorporate a spa visit with a short break. Consequently spa tourism in England is estimated to be worth £1.4 billion each year.

3.11 The impact of the Buxton Crescent and Spa complex project on the future economic well being of the town centre is likely to be considerable. To help ensure that the benefits of the project (eg. increased visitor numbers and related spend) -are fully exploited pedestrian connections between Buxton railway station, visitor car parks, Spring Gardens and the Spa need to be improved. The quality and coherence of the public realm and arrival points within the framework area will also have an impact on the Spa project.

3.12 In addition, and particularly relevant to the study area, the owners of the Spring Gardens Shopping Centre, Threadneedle Property Management, have expressed recent interest in improving and expanding the centre. This further suggests that Buxton town centre is improving it's attractiveness as a place for the private sector to invest.

a - d Photographs of 3d model of the proposed Buxton Crescent and Thermal Spa project

a

c

b

d

3.13 Underlying Topography

The setting of Buxton within the landscape and the visual relationship of the built up area with its surroundings is an important element of its character. The town's location and relationship to the undulating topography makes Buxton visible from much of the surrounding countryside. Buxton is surrounded on 3 sides by a designated Special Landscape Area, land to the north-east is excluded. The Special Landscape Area forms a buffer between the Peak District National Park which lies less than 3 kilometres from the historic core to the east and west. The Spa, for which Buxton has become known, developed around the natural springs which have been enjoyed by visitors to the town since the Roman period. The springs occur at the lowest point of the geological basin in which Buxton lies.

3.14 The River Wye

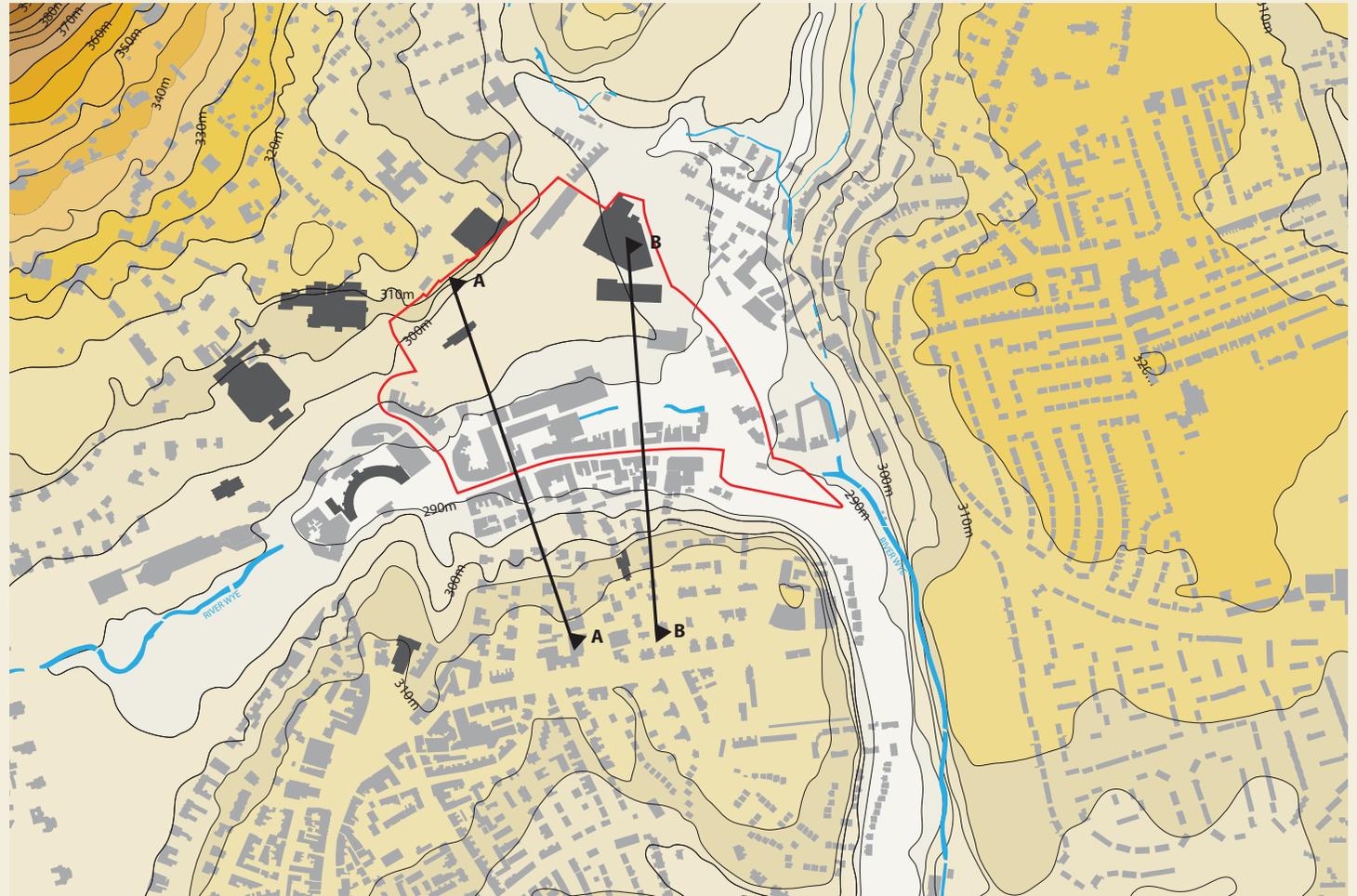
The study area forms a section of the River Wye Valley - the valley floor and northern slopes which rise to a ridge above the Railway Station. The river runs east west through the area and with the exception of two limited exposed lengths at Wye Street is enclosed within a culvert.

3.15 Flood Risk

The River Wye culvert has been progressively built over since the nineteenth century. With regard to PPG25 emerging advice in Draft PPS25 and Policy GD10 of the adopted local plan a sequential approach to flood risk is required. Developers and their design advisors are advised to consult the Environment Agency in respect of flood risk and potential mitigation measures at an early stage of scheme development.

3.16 Landscape Setting

Open spaces and the extent of trees in the town greatly soften the impact of the buildings and structures on the surrounding landscape. The town is dominated by two important areas of historic parkland; The Slopes and Pavilion Gardens which are located to west and south west of the framework area. A further, and less well exploited, open space Ashwood park is located at the eastern boundary of the area. In common with the Pavillion Gardens the River Wye as a central element of the space.



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a View along Wye Street towards Buxton Water
b View to Station Approach from the Slopes

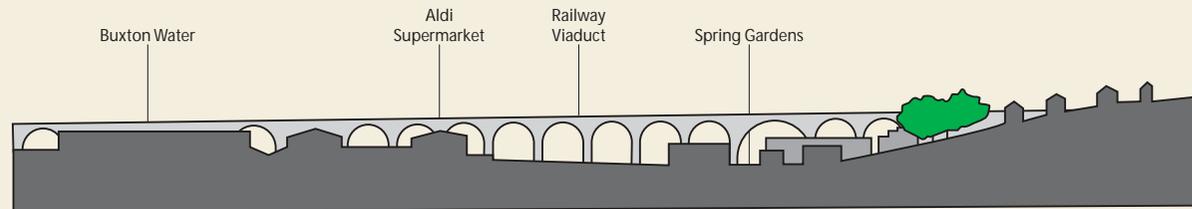


Typography

- Prominent Buildings
- Design framework boundary
- A-A, B-B = Section Lines (see page 18)



Illustrative topographical cross section A-A



Illustrative topographical cross section B-B

a

a View westwards along Station to the dome of Royal Devonshire University of Derby campus

b

b Aldi superstore, Station Road



A design led
regeneration vision

Buxton Station Road Design Framework

A design led regeneration vision

4.1 Vision

To promote and encourage new development within the Buxton Regeneration Area, and immediate environs, of consistently high quality, which over the short, medium and long terms makes a major contribution to the achievement of the following objectives:

- Transforms the appearance of the Station Road/Bridge Street corridor from the back door to the front door to the town centre via new frontage development, co-ordinated landscaping, improved street furniture, lighting and facilities for pedestrians and cyclists; reducing the detrimental impacts of traffic (including noise, pollution and severance of pedestrian routes) and the visual impact of car parking;
 - Creates a first class gateway into the town centre; creating an enhanced sense of arrival and welcome at the key points of arrival - the railway station, designated visitor car parks and bus stops; provides visitor facilities; and exploits the full potential of landmark buildings and structures at key entry points into the area to reinforce the above whilst aiding visitor orientation and navigation;
 - Enhances and contributes to the townscape qualities that combine to create the image and identity of Buxton including taking advantage of the topography of the area to improve existing and create new key views, vistas and landmarks; enhance the setting of listed buildings; and high quality locally distinctive materials;
 - Radically improves the quality of the pedestrian environment for all users establishing a hierarchical network of pedestrian routes and spaces that create links within and through the area to the wider town centre (north-south and east-west) which connect points of arrival, major visitor attractions and the core shopping area reinforcing Buxton as a key visitor destination;
- Supports the creation of a vibrant and viable town centre by creating high quality mixed use development that delivers an attractive and distinctive shopping environment complimented by residential development, professional services, restaurants and cafes etc ensuring that primary pedestrian routes are lined by active ground floor frontages;
 - Supports the vision to develop Buxton as a thriving Spa town, with a lively tradition of festivals, music and culture, at the centre of the Peak District; which attracts both staying and day visitors and maximises the opportunity for investment in the town and
 - Supports the nationally acknowledged process of regeneration through investment in Buxton's unique heritage.



a Buxton Opera House
b Traditional shop front Spring Gardens
c Aerial view of the Design Framework Area
d The Palace Hotel
e The Crescent
f Spring Gardens Shopping Centre
g Shop Canopy



5.1 Design Principles

The design principles set out in this section of the report should be taken into account from the earliest stages of the design process. They aim to:

- _realise the full potential of the area as the gateway to the town centre;
- _promote and secure the sustainable design of the area;
- _address the negative impacts of Station Road;
- _reveal and integrate the River Wye (whilst addressing flood risk considerations);
- _improve pedestrian movement and connectivity to key destinations;
- _establish a vibrant mix of uses across the area; and
- _secure high quality, place specific development.

The following design principles should be read in conjunction with diagram 1 set out in this section of the report. They promote and encourage new development that:

5.2 Character

- avoids pastiche in favour of high quality contemporary architecture that responds to the distinctive building and townscape qualities of Buxton town centre;
- integrates local art and craft traditions to reveal and communicate the place qualities of Buxton through the incorporation of art works and details within building and public space designs;

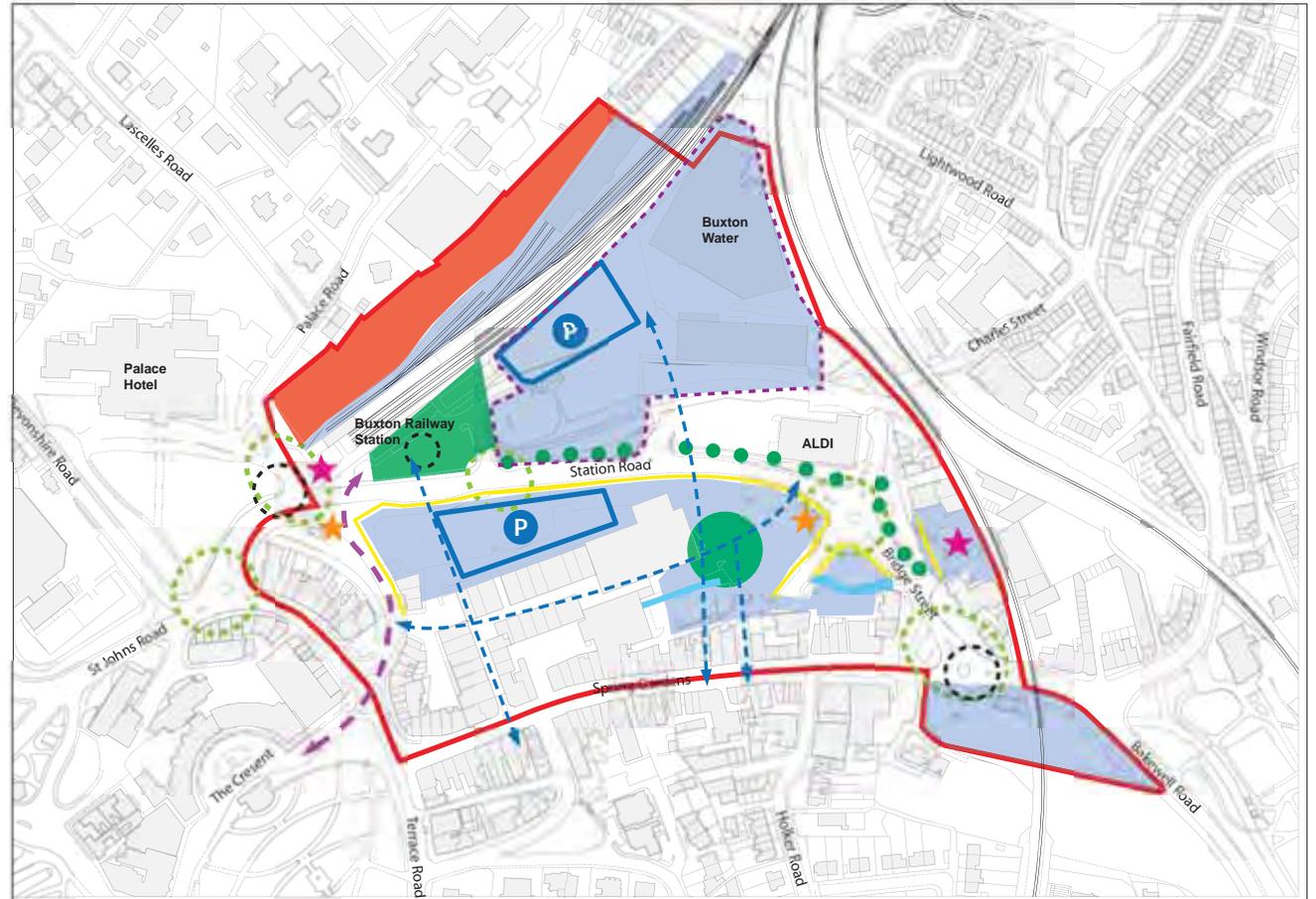
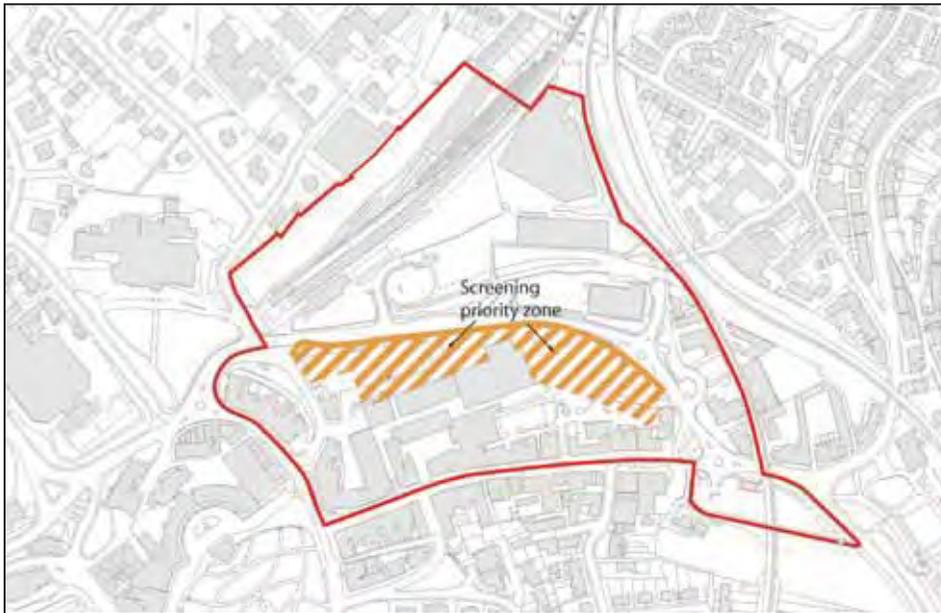


Diagram 1

Key					
Area of potential change		Landscape Management		New & Improved pedestrian link	
Frontage Improvements		Landmark enhancement		Junction Improvement	
River corridor improvements		Landmark opportunity		Parking Sites	
Tree Planting		Gateway Enhancement		Structural Landscape	
Structural landscape		Strategic walking route enhancement		New Public Space	



Enclosure: Building frontage and structural landscaping



Public Realm: Priorities

5.3 Continuity and enclosure

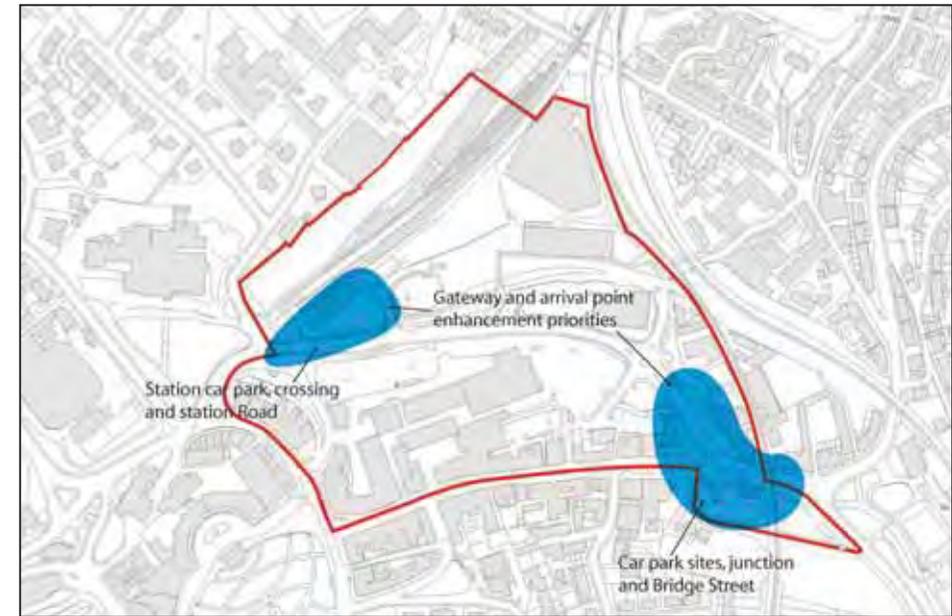
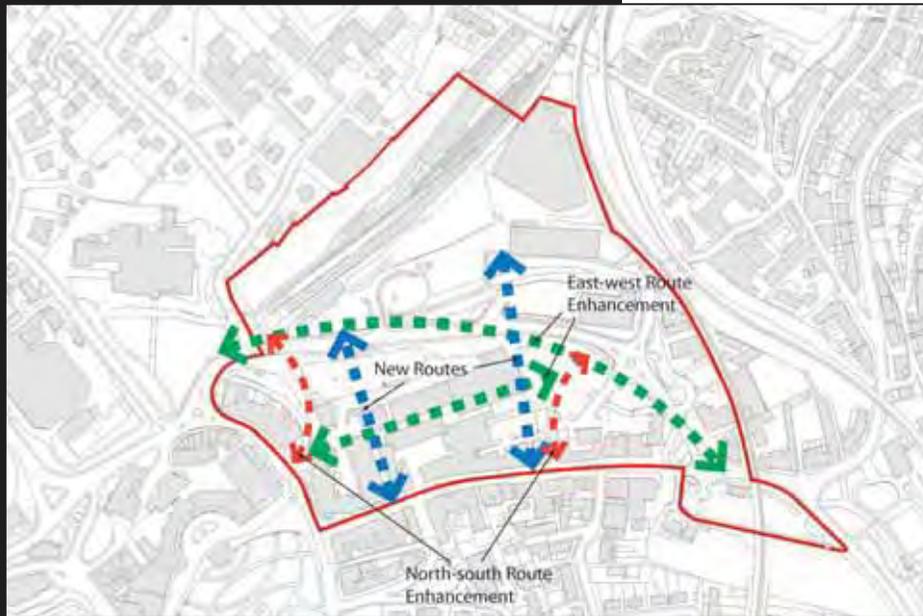
- establishes a continuity of building frontage that provides encloses and definition to streets and spaces, adheres to a common building line, avoiding unnecessary setbacks and mitigates the detrimental impacts of the existing Spring Gardens Shopping Centre (blank elevations, particularly at ground floor, poor quality landscaping, open car park areas);

5.4 Public realm

- establishes a distinctive public realm that reinforces the unique character and identity of Buxton Town centre and the Framework area including the exploiting the design potential of the River Wye;
- achieves an uncluttered and enduring streetscape through the application of a limited palette of a high quality surface treatments, street furniture and pedestrian signing and information designs;
- enhances the key pedestrian routes of Station Approach and Spring Gardens to include extended footways, improved lighting, street furniture and paving; creates an improved forecourt space for the station commensurate with its gateway status;

- enhances the night time appearance of landmark buildings and structure, public spaces and key pedestrian routes via a coordinated and hierarchical approach to street lighting and creative building lighting;

- establishes an integrated green landscape framework within the area that includes structured street tree planting along Station Road;



Legibility: Gateways

5.5 Ease of movement

- creates a network of connected streets and spaces that articulate the Framework area and which contribute new elements to the town centre's spatial structure reinforcing its gateway status;
- creates new pedestrian routes through the street block formed by Station Approach, Station Road/ Bridge Street and Spring Gardens linking key destinations within and adjacent to the framework area;
- where possible, and appropriate to the context, consideration should be given to creating covered or partly covered pedestrian routes to provide weather protection.
- where practicable remodel and reduce the visual impact of junctions along Station Road reducing the overall width of carriageway, extending footway widths, introducing new pedestrian crossing facilities, create opportunities for tree planting and or new development;

parks into a multi storey car park as part of an integrated redevelopment of major street blocks (avoiding long blank facades and inactive ground floor frontage by being located at first floor and above) and reorganises surface car parking at the Railway Station to consolidate and enhance the station as a public transport interchange (train, bus, taxi, cycle);

- improves on street facilities for bus passengers including improved and more convenient pedestrian crossing connections to bus stops, lighting, passenger transport and visitor information;

5.6 Legibility

- ensures the scale, height and massing of new buildings whilst relating to the general pattern of building heights incorporates opportunities to emphasise building corners and entrances, and enhances the setting of orientating landmarks to improve the overall legibility of the area further aiding pedestrian wayfinding through the provision of co-ordinated on street direction signing and map information panels;

Buxton Station Road Design Framework

Urban design principles

5.7 Adaptability

- ensures building designs that are adaptable to other uses in the future particularly at ground floor and on prominent building corners;
- creates public spaces which are designed to accommodate different patterns of use during the day and at different times of the year;

5.8 Diversity

- creates a mix of uses across the area including university related uses (offices, teaching facilities, student residential accommodation), cafes, bars and restaurants and retail;
- ensures continuity of active building frontage along key pedestrian routes and spaces (ie. active ground floor uses that provide front doors onto the street, building uses which interact with the public realm such as shops and cafes and which offer natural surveillance from overlooking windows);
- promotes the integration of other mixed uses within the Railway station to enhance its gateway status and to fully utilise under used buildings and spaces; and protects and enhances the setting of this Grade II Listed Building;
- improves Station Approach via a holistic approach which includes the mixed use redevelopment of poor quality buildings on the east side of the street north of the vehicular access to Spring Gardens Shopping Centre; this should result in buildings of greater height (3/4 storeys), active building frontage including ground floor uses that interact with the street;

5.9 Scale

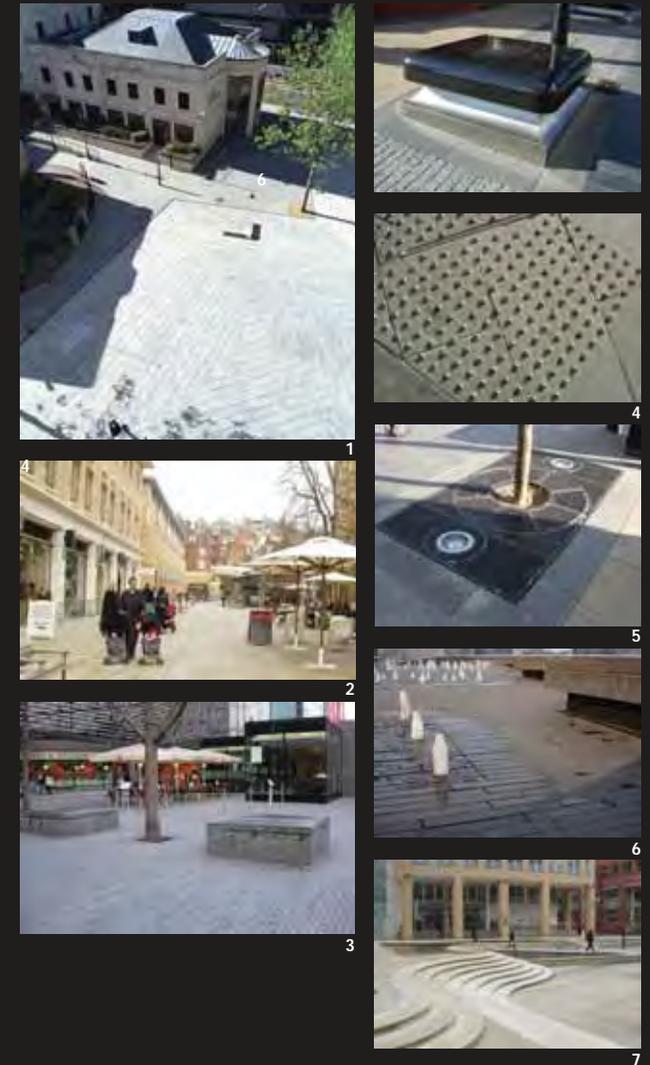
- exploits the sloping landform of the area to enhance the town and its landscape setting - ensuring that the height, scale and massing of development is related to surrounding buildings, respects the existing skyline, does not adversely affect key views and vistas (in and out, across and within the area) and avoids obtrusive roof forms and roof top plant;
- responds to the sloping topography of much of the study area and steps up the valley side to the Railway Station avoiding blank facades and large monolithic building blocks with poor permeability;

5.10 Layout

- encourages a wider mix of building plot widths across the area to avoid over dominance of large floor plate buildings;
- fully integrates Buxton Railway Station within the layout of the design framework area and wider town centre through new building development and connecting pedestrian and cycle routes;
- integrates the River Wye within the layout and detailed design of the public realm ensuring that flood risk issues are taken into consideration through consultation with the Environment Agency and any potential flood mitigation measures are accommodated;

5.11 Density

- increases the density of development within the area reflecting the high levels of public transport accessibility offered by the railway station and local bus services; the form of development it's physical manifestation - floorspace quantum, mass etc will be moderated by the other design principles;



1-3 Successful open public spaces enclosed by surrounding buildings
4-7 A High quality palette of paving and street furniture



5.12 Appearance

• uses high quality local building materials, where appropriate to the form and function of new buildings, including those which reflect the scale, texture and colour of materials and finishes that are part of the character of Buxton - natural grit stone facing material and slate roof tiles; avoiding low quality man made cladding materials which have very different weathering characteristics and visual impact.

5.13 Design and sustainability

Developers and their designers should demonstrate a commitment to sustainable design related to the following aspects from the earliest stages of the design process:

- Consider transport impacts of a scheme, in particular provision of facilities that will support walking, cycling and use of public transport.
- Design with a view to promoting community safety and reducing fear of crime.
- Provide high quality public open space, integrated with the development.
- Identify measures to minimise energy consumption.
- Consider opportunities for the development to meet some or all of its own energy requirements through generation of low-carbon heat and power.
- Minimise the impact of the development on local water systems.
- Reduce the impact of surface water through use of Sustainable Drainage Systems.
- Identify measures to encourage the responsible use of water within developments.
- Avoid compromising the local environment and where possible seek to actively improve the range and quality of natural habitat.
- Validate sustainable design through a rating system such as BREEAM.

5.14 Energy Efficiency

Ensures development proposals incorporate the following principles:

- Building frontages/back should be aligned within 30 degrees of due south where this is practical within the overall layout.
- Larger windows will be encouraged on south facing aspects. This is a traditional format for houses in High Peak where north-facing windows are often smaller and their aspects given greater shelter.
- Communal heating systems are an alternative to cellular systems in higher density schemes.
- The layout of developments should ensure effective natural ventilation and insulation to ensure properties are cool in summer and retain heat effectively in winter.

5.15 Drainage

Develop proposals that minimise surface run off including:

- Measures to hold water on site and facilitate natural recharge of local water tables will be encouraged in the form of balancing / attenuation ponds, swales, filter strips and filter drains.
- The design and location of balancing ponds should be safe and attractive as an integral part of the scheme's landscape.
- Permeable paving surfaces for footway, carriageways and parking areas will be encouraged.
- Water draining from buildings may be stored for irrigation of gardens or public open space through the use of water butts.
- All development proposals should be in accordance with Planning Policy Statement 25 (PPS25): Development and Flood Risk which and High Peak Local Plan Policy GD10 - Flood Prevention.

1-3 Enclosure and active frontage
 4 Contemporary interchange within a historic station
 5 Re-use and adaptation of historic buildings
 6 Narrow plot width and street diversity

Buxton Station Road Design Framework

Urban design principles

5.16 Biodiversity

General design principles to promote biodiversity in developments:

- Conserve any existing landscape features or habitats such as hedgerows and trees and include them in areas of open space.
- Plant indigenous plants to support local habitats.
- Position gardens where they can support 'green corridors' of vegetation linked to surrounding gardens, parks and woodlands.
- Roof gardens are another opportunity for introducing green space.



1



2



3



5



6



4

- 1 Outdoor seating areas make for vibrant people centred spaces
- 2 Building and water feature lighting
- 3 Co-ordinated lighting of landmark buildings
- 4 Weather protected waiting areas for public transport users
- 5 Adaptable spaces can accommodate a range of activities
- 6 Public art can re-inforce local character and identity





6.1 The arrival of the railway in the second half of the nineteenth century brought new levels of connectivity, created the twin Buxton stations and established a gateway to the town centre. The decline in the importance of the railways has seen the opening up of former railway land for development including employment and retail uses. The construction of Station Road and car parking areas has once again reinforced the gateway function of the area. However, the form and appearance of this highway and associated car parks and the poor relationship of existing development to it creates a low grade environment that detracts from the image and identity of the wider town centre. The study area represents the most significant zone of potential change within the town centre. New development should be promoted that supports the vision for regeneration of this area reflecting acknowledged principles of urban design that respond to the local context.

6.2 Spring Gardens and Spring Gardens Shopping centre form a vibrant shopping offer with significant potential for further improvement. A number of national retailers have identified requirements for floor space in the town centre.

6.3 These requirements reflect a number of factors including:

- _high quality development projects taking place elsewhere in the town centre that are making Buxton more attractive as a place to invest;
- _the extensive catchment and demographic profile of Buxton Town Centre;
- _the attractiveness of the town centre as a visitor destination;
- _the increasing interest in market towns by national retailers; and
- _the increasing focus on market town regeneration initiatives.

6.4 However, the ability to integrate new retailers within the core shopping area will in part be dependent upon the availability of floor space of the right configuration, size and location.

6.5 Whilst there maybe scope to reconfigure and combine internal space within existing retail units along key pedestrian routes potential new retailers of significance will require larger floor plate areas. This suggests that retail expansion of the shopping core can only occur through the expansion of Spring Gardens Shopping Centre (possibly in combination with the internal reconfiguration of space within the centre), and the redevelopment of land currently given over to car parking.

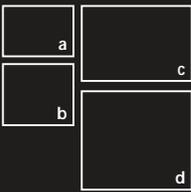
6.6 The potential redevelopment of the areas to the north and east of the centre would present a significant opportunity to:

- _create building frontage development along Station Road providing enclosure and active frontage;
- _establish new pedestrian links between the Station and Station Road and Spring Gardens; and
- _create a more cohesive, connected and higher quality public realm.

6.7 The sloping underlying topography of the area creates significant challenges but also opportunities. The integration of car parking to match existing provision is an important prerequisite of any redevelopment proposals within the study area. Station Road will continue to act as a major vehicular route reflecting its strategic function in the wider highway network, at the same time as providing access to car parks, the railway station and existing sites and premises. Integration of car parking within multi storey blocks above ground or first floor level will minimise dead frontage. The slope north of the shopping centre also provides scope for terraced levels including underground car parking and servicing arrangements.

6.8 The public realm throughout the study area is in need of significant improvement to improve the visitor experience, enhance the image and identity of the town centre and support the economic well being of the retail core. This includes the Spring Gardens pedestrianisation scheme which now looks tired and dated and of much lower quality treatment to that found in the areas west of Terrace Road.

a Works compound related to shopping centre
b Repair and renovation works to Quadrant facade
c Works to extend the Adli superstore
d Recently completed High Peak Halls of residence





a

Appendices

High Peak Local Plan Policies

7.1 Local Policy Framework

The High Peak Local Plan was adopted in March 2005. A number of design related policies form part of the plan and are relevant to the study area they include the following:

7.2 Policy GD4 – Character, Form and Design

This policy states that planning permission will be granted for development provided that it's scale, siting, layout, density, form, height, proportions, design, colour and materials of construction, elevations and fenestration and any associated engineering, landscaping or other works will be sympathetic to the character of the area, and there will not be undue detrimental effect on the visual qualities of the locality or the wider landscape.

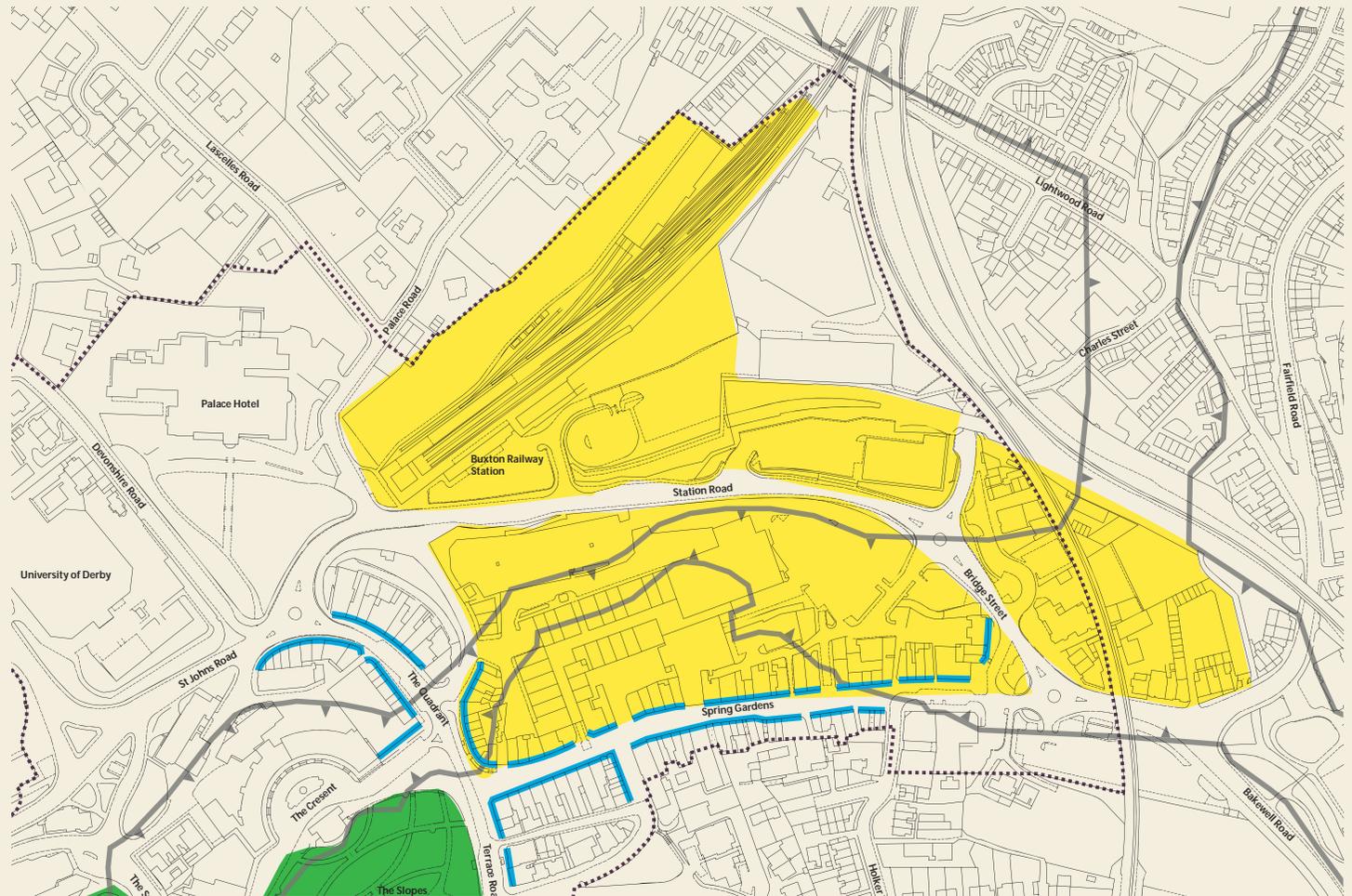
7.3 Policy BC5 – Conservation Areas and their settings

This policy states that within conservation areas and their settings planning permission will be granted for development, including extensions, alterations and changes of use, provided that:

- The use, siting, scale, detailed design, external appearance and landscape treatment of the development will preserve or enhance the special architectural or historic character or appearance of the area; and
- Important buildings, open spaces, views, trees, walls and other natural and man made features which positively contribute to the special architectural or historic character or appearance of the area will be protected from harmful development

Please refer to plan on Page 51.

Other relevant policies are set out on the following pages.



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High Peak Local Plan

- Regeneration Area
- Historic Park and Garden
- High Risk Flood Area as advised by the Environment Agency (2005)
- Town Centre Boundary
- Prime Retail Frontage

7.4 Other Relevant Policies

7.5 GD6 – Landscaping

Planning permission will be granted for development provided that:

- Where appropriate, it will contain a high standard of hard and/or soft landscape treatment in keeping with the character of the area, including the integration of existing features and the use of native species suitable to the location conditions will be imposed, and/or planning obligations sought, to ensure that appropriate steps are taken to maintain and manage landscaping features.

7.6 BC1 - External Materials

Planning permission will be granted for development, provided that:

- The type, colour and specification of all external materials and the way they are applied will be sympathetic to the character and appearance of the immediate surroundings and the wider area in particular, natural facing materials will be required in locations conspicuous from public viewpoints within:
- Areas conspicuous from the peak district national park and in conservation areas and their settings
- Other areas where natural materials predominate.

7.7 BC2 - Shop Fronts

Planning permission will be granted for new or replacement Shop fronts, and for their alteration and/or additions, Provided that:

- The development will respect the size, proportions, age, character and architectural style of the building; and
- Where appropriate, the development will be constructed to incorporate traditional details, features, proportions and materials; and
- The development will respect the character of adjacent buildings and the wider townscape

7.8 BC5 - Conservation Areas and their Settings

Within conservation areas and their settings planning Permission will be granted for development, including Extensions, alterations and changes of use, provided that:

- The use, siting, scale, detailed design, external appearance and landscape treatment of the development will preserve or enhance the special architectural or historic character or appearance of the area; and
- Important buildings, open spaces, views, trees, walls and other natural and man-made features which positively contribute to the special architectural or historic character or appearance of the area will be protected from harmful development

7.9 BC6 - Demolition in Conservation Areas

Planning permission will not be granted for development in a conservation area which includes demolition of the whole or a substantial part of a building or structure, unless:

- The demolition will not harm the special architectural or historic character or appearance of the conservation area; or
- The building or structure to be demolished does not make a positive contribution to the special architectural or historic character or appearance of the area; or
- The state of structural repair of the building or structure is such that it is incapable of reasonable and economic re-use; or
- Redevelopment will produce substantial benefits for the community which would materially outweigh the loss resulting from demolition; and
- There are detailed plans approved and contracts made to redevelop or otherwise environmentally improve the site where demolition is accepted, conditions will be imposed, and/or planning obligations sought, to ensure that redevelopment or other environmental improvements will be carried out promptly following demolition.

7.10 BC8 - Settings of Listed Buildings

Planning permission will not be granted for development which would materially harm the setting of a listed building in terms of its special architectural or historic character due to its use, scale, size, siting, detailed design, external appearance or illumination.

7.11 Tr4 – traffic management

Planning permission will be granted for development, provided that:

- The capacity and design of the transport network serving the site will reasonably accommodate the anticipated increase in travel without materially harming highway safety or local amenity; and
- The traffic generated by the development will not unduly interrupt the safe and free flow of traffic on trunk or primary roads or materially affect existing conditions to an unacceptable extent where a proposed development generates significant travel movements, the proposal will be accompanied by a transport assessment study to assess the likely effects of the development on the local transport network. Where appropriate, conditions will be imposed, and/or planning obligations sought, to ensure that adequate highway improvements, traffic management measures and/or public transport infrastructure are provided or implemented before the development is brought into use.

7.12 TR5 – Access, Parking and Design

Planning permission will be granted for development, provided that. It will make safe and appropriate provision for access and egress by pedestrians, cyclists, public transport users and the private car.

- It includes a high standard of design and layout having regard to the parking, access, manoeuvring, servicing and highway guidelines set out in appendix 1 (parking standards), and relevant government guidance and good practice, where appropriate where the development is expected to generate a higher level of car use than can be accommodated by the maximum parking standards or will significantly exacerbate existing traffic problems, the applicant should submit a travel plan to reduce car dependency. Where appropriate, conditions will be imposed, and/or planning obligations sought, to ensure that adequate parking, manoeuvring and servicing space will be available at all times.

7.13 TC15 – Regeneration Areas in Buxton

Within the following regeneration areas, identified on the proposals map:

- Buxton central; and
- Buxton market place,

7.14 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 building 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

7.15 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.

7.16 Supplementary Planning Documents

The following Supplementary Planning Documents (SPDs) and design guidance have been prepared by the Council in conjunction with partner organisations and are relevant to the study area:

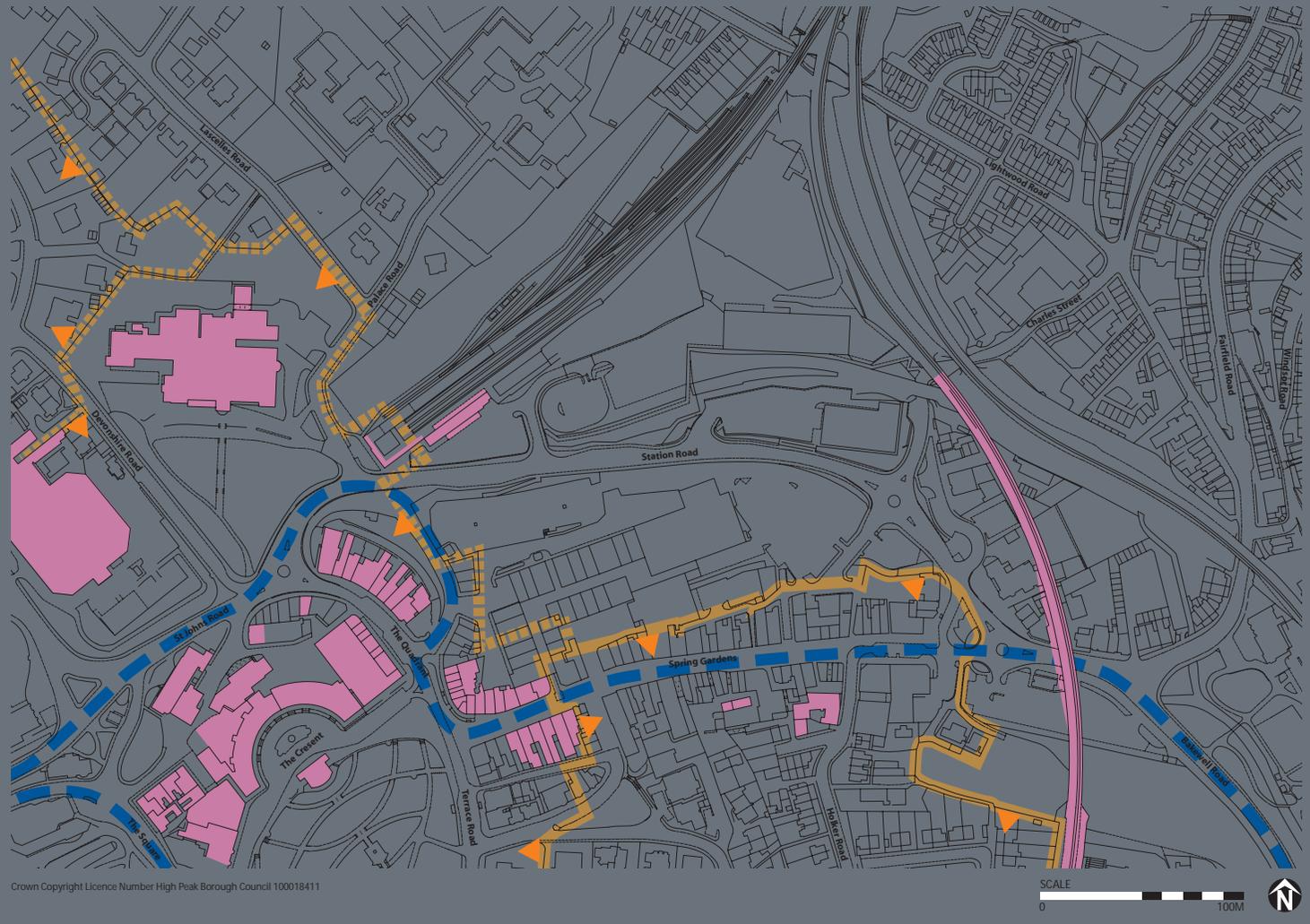
- SPD 1 Planning Obligations (December 2005)
- SPD 2 Residential Design (December 2005)
- Designing Out Crime (Supplementary Planning Guidance and Advice)

7.17 Conservation Areas and Listed Buildings

The central historic core of Buxton has been protected since 1968 when the Buxton Central Conservation Area was designated. A subsequent designation provided the same level of protection to the Hardwick area. Spring Gardens, Station Approach, The Quadrant and part of the railway station are all located within the conservation areas.

7.18 Conservation areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The High Peak Local Plan (2005) states that designation of a Conservation Area acknowledges an area's special character, declares confidence in its future and makes it clear that the Council will apply strict controls over the design and appearance of development. Furthermore proposals for new development must respect the features of the Conservation Area which warranted its designation. These might include the historic form and layout of street patterns, views, open spaces, trees and other landscape features. Similarly, scale, proportion, design, layout and use of materials should reflect the area and adjoining buildings.

7.19 Buxton has 104 listed buildings, all Grade II except 6 Grade II* & The Crescent representing the only Grade I Listed Building in Buxton. A number of listed buildings are located within the study area. They vary in form (height, scale and massing), period, appearance and materials. The most significant in scale is the former London and North Western (L&NW) railway viaduct at the eastern end of the study area. Buxton Railway Station and the associated façade of the former L&NW station building are further aspects of the towns nineteenth century railway heritage. Listed Buildings on the east side of the Quadrant and at the western end of Spring Gardens also date from this period. This group of buildings includes the Grove Hotel, the frontage of which is particularly prominent in views from The Slopes park and the pedestrian space on the west side of Terrace Road which forms part of the setting for the park.



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a Terrace Road Frontage
b Station Arch



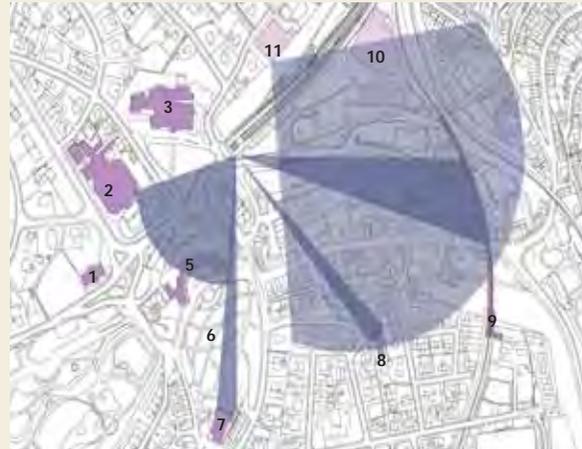
Conservation Areas and Listed Buildings

- Grade II Listed Buildings
- Buxton Central Conservation Area
- Buxton Hardwick Conservation Area
- Area of Archaeological Interest

7.20 Views

The sloping terrain and street pattern result in orientating views across and within the study area. The views analysis highlighted the following :

- Panoramic views are possible from the western end of the railway station. These include views of the railway viaduct at the eastern edge of the study area, across Spring Gardens to the southern slopes of the valley, across The Slopes to the Town Hall (affected by particular season of the year), the rear of the Crescent to the Royal Devonshire University of Derby Campus;
- However, the quality of these views is variable and only those to the south and west are to be highlighted within the Area Design Framework;
- Views into and across the area from outside the study area are limited from the West and affected by the seasons in the case of The Slopes; views are also possible from streets on the southern valley slopes aligned at right angles to Spring Gardens; but are also of low quality;
- Within the study area Station Road presents a number, if not sequence of orientating views, as travelled in either an easterly or westerly direction; and
- However, the quality of these views is generally poor given the quality and form of surrounding buildings and the open and unstructured nature of car parking sites; some views, in particular on the approaches to the railway viaduct, could be improved via improvements to this structure including the use of creative lighting.



Views to the south - from Buxton railway station and the ridge north of the station



Views to the North and West from Station Road



Views to the East from The Slopes open space and Spring Gardens



Views to the north from The Slopes and streets parallel to Spring Gardens



a L & NW Railway Station facade
b Palace Hotel



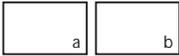
Views

Key Views Positive landmark Negative landmark

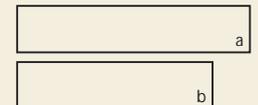
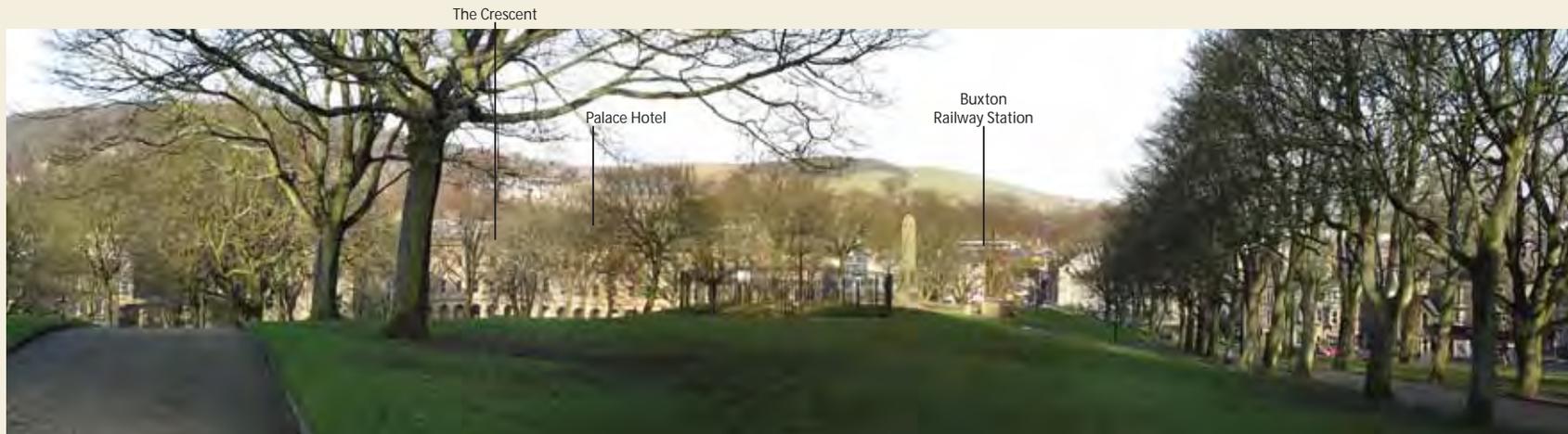
- | | |
|----------------------------------|----------------------------------|
| 1. St John's Church | 7. Town Hall |
| 2. Royal Devonshire Campus | 8. Trinity Church |
| 3. Palace Hotel | 9. Railway Viaduct |
| 4. L & NW Railway Station Facade | 10. Buxton Water Plant Buildings |
| 5. The Crescent | 11. Buxton Press |
| 6. The Slopes | |



a Station Road
b Railway viaduct Bridge Street



a View over Wye Street car park to northern valley slopes
b View along Bridge Street to Aldi superstore

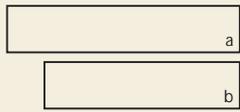


a View across the Slopes towards Crescent and Station
b View to study area from the North West

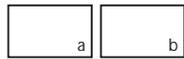


a Sylvan Street car park site
b Wye Street car park

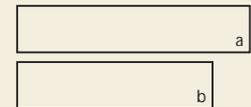




a Bridge Street building frontage and gap car park site
b Station Approach - key pedestrian route from the railway station to Spring Gardens



a Pedestrian direction sign to railway station
b Traditional street name plate



- a Terrace level shopping centre car parking
- b The Cavendish Arcade, The Crescent, The Colonnade from Station Approach



- a Pedestrian ramp connection from Station Road to Spring Gardens shopping centre car parking level
- b Pedestrian crossing over service route to shopping centre entrance



7.21 Building uses

The results of the on street survey reveal that the majority of ground floor building uses within the Quadrant, Spring Gardens and the Spring Gardens Shopping Centre are, unsurprisingly, related to retailing. However a mixed use pattern of building uses is evident as retail frontages are interspersed with financial services (banks, building societies), offices, cafes, pubs and restaurants. The eastern end of the study area is also characterised by residential uses, including recently developed student accommodation. North of Station Road the large scale light industrial plant buildings of Buxton Water, the railway Station and associated infrastructure and an Aldi supermarket constitute the mix of building uses.

7.22 Extensive areas of surface car parking (visitor pay and display car parks, shop destination parking and private parking) are evident within the study area. Pay and display car parks are generally of low quality and their collective visual impact creates a poor first impression and underwhelming sense of arrival and welcome to the town centre.

7.23 The majority of the study area lies within the Central Buxton Regeneration Area as identified within the High Peak Local Plan. Within this area the Council will grant planning permission 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
- 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.



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SCALE 0 100M



a Railway Public house
b Spring Gardens and pedestrian entrance to Spring Gardens shopping centre



Building Uses

■ Retail	■ Estate Agents	■ Train Station
■ Banks, Building Societies	■ Vacant	■ Residential
■ Food/Drink	■ Amusement Arcade	■ Hotel
■ Office	■ Public Toilet	■ Business/ Light industrial

7.24 Strategic Highway Network

Buxton is located at the intersection of a number strategic and distributor roads as follows:

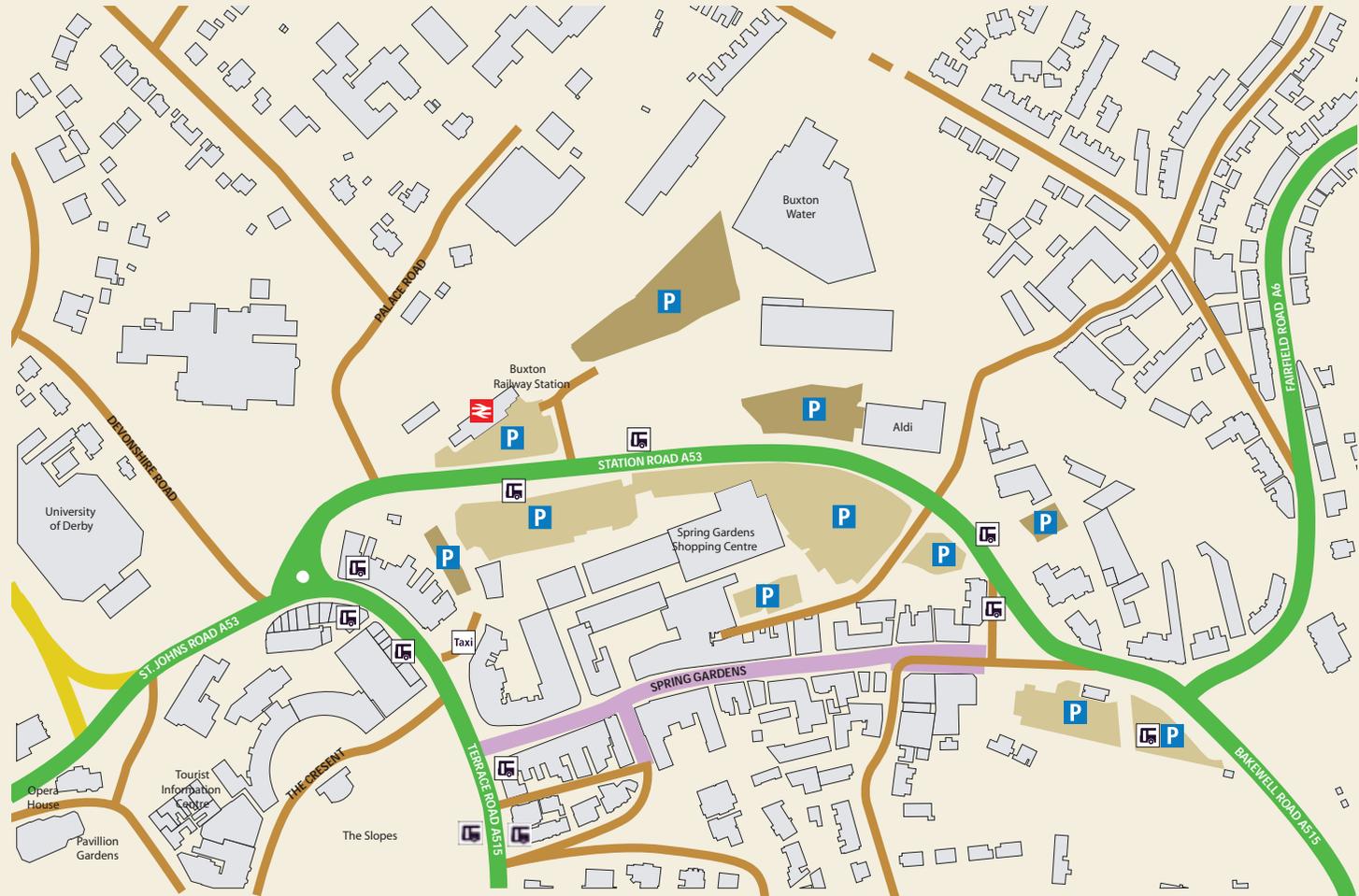
- The A6 is a strategic road providing links to Bakewell, Sheffield and Chesterfield in the east and Chapel-en-le-Frith, Stockport and Manchester to the north;
- The A515 strategic road provides a route to Ashbourne to the south of the Peak District and Derby via the A52;
- Links to Leek in the south are provided by the A53 distributor road;
- The A54 distributor provides connections to Congleton to the west; and,
- The A5004 distributor provides an alternative route to the A6 (north) via Whaley Bridge.

7.25 Local Highway Network

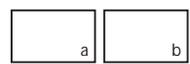
The A6 Bakewell Road, A6 Fairfield Road and A53 Spring Gardens form a mini-roundabout controlled junction to the east of the town centre, meaning that traffic travelling on the A6 does not travel through the town centre.

7.26 The A53 Spring Gardens forms a roundabout junction with the A53 Bridge Street. A third arm to the roundabout provides access to the pedestrianised Spring Gardens and a fourth arm provides access to the Sylvan Park car park.

7.27 The A53 Bridge Street, together with the A53 Station Road effectively forms a bypass for the Spring Gardens shopping street, enabling the pedestrianisation of Spring Gardens. The A53 Bridge Street, A53 Station Road, New Wye Street and Charles Street form a four arm roundabout, approximately 115m to the northwest of the Spring Gardens/Bridge Street roundabout. New Wye Street provides access to the Spring Gardens Centre Car Parks and Charles Street connects to the residential areas to the north of the town centre.



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a Pay and display parking, Buxton Railway Station
b A53 Station Road



Vehicular Route Network

- Primary routes (Green line)
- Secondary routes (Yellow line)
- Tertiary routes (Orange line)
- Pedestrian zone (Purple line)
- Pay and Display Visitor Car Park (Blue P icon)
- Car Park (Blue P icon)
- Bus Stop (Bus icon)
- Taxi Rank (Taxi icon)
- Coach Park (Bus icon with P)

7.28 The A53 Station Road is a 7.3m wide single carriageway road with 2.0m wide footways on both sides. On its southern side, Station Road is supported by a retaining wall of several metres in height, preventing vehicular access the land to the south. To its north, approximately 125m to the west of its junction with New Wye Street, Station Road provides access to the Aldi supermarket via a priority junction with a ghost island right turn facility. Approximately 100m further to the west, access to Buxton railway station and Buxton Water is achieved via a normal priority junction.

7.29 Further west, Palace Road meets Station Road at a priority controlled junction. At its western end, Station Road forms a three arm roundabout with the A53 St John's Road and the A151 The Quadrant, which in turn links to the A151 Terrace Road. The pedestrianised Spring Gardens emerges onto Terrace Road. The Quadrant also provides links to Station Approach, where service vehicle access for the Spring Gardens Centre is located.

7.30 Buxton Town Centre Parking Review and Strategy
The Buxton Town Centre Parking Review and Strategy was undertaken by Colin Buchanan and Partners Limited for High Peak Borough Council and was published in February 2006. The resulting strategy is based on an assessment of current parking supply and use, an analysis of the impact of the current town centre development proposals, an investigation of potential car parking options and an assessment of those options.

7.30 The key recommendations of the strategy, relevant to the study area, are as follows:

- Cycle parking in the town centre should be increased with potential locations within the study area being on Bridge Street, at the railway station and as part of the redevelopment of Spring Gardens;

- Dedicated motorcycle parking should be provided within the town centre with potential locations within the study area being on Bridge Street at the railway station and as part of the redevelopment of Spring Gardens;
- There will be a need to provide an additional 330 to 390 off-street parking spaces to serve the town centre up to 2016 and a further 60 to 70 will be required to cater for peak period demand;
- Options to support this demand include the provision of additional town centre parking, possibly with peak season demand catered for by a Park and Ride scheme;
- Additional parking could be provided within the study area by adding levels to the proposed multi-storey car park at Spring Gardens (the preferred option) and by providing a new multi-storey car park on land at Charles Street (approximately 50 spaces per level). Additional parking could be provided elsewhere in Buxton such as increasing capacity of the Pavillion Gardens car park or as part of the development of the Castle Market on Market Street.

7.31 Public Transport Network

Buxton rail station is a staffed station located to the north of Station Road. Services run from the station to a number of destinations including Manchester, Preston and Blackpool. During peak periods, the services run at half hourly frequencies with hourly services for the remainder of the day. However, the service is reputedly unreliable and unreliability has been exacerbated by the West Coast Route Modernisation Programme.

7.32 Bus stops are located on Station Road and Bridge Street. The principal bus stops are located in laybys on Station Road adjacent to the railway station, forming an important transport interchange. A bus turnaround area is located to the east of the town, adjacent to the Spring Gardens/Bridge Street roundabout.

7.33 Service numbers 185, 186, 199 and TP run at hourly frequencies or better. Service numbers 442, 65, 66, 189 and 190 provide at least four journeys per day and service numbers 192, 193, 542, 68 and 170 provide infrequent services. The bus services provided connections to a wide range of destinations including residential areas of Buxton, Chapel-en-le-Frith, Whaley Bridge, Stockport, Manchester, Derby, Matlock and Nottingham. Station Road therefore forms a key public transport corridor through both the study area and Buxton town centre. Additional services are also provided from bus stops on The Quadrant.

7.34 Buxton Station Interchange

The Provisional Second Local Transport Plan for Derbyshire (2006 to 2011) identifies the investigation of a rail-based park and ride scheme at Buxton railway station, which, would require additional car parking and an increase in service frequency. Additionally, analysis of existing bus services confirms that four bus services currently originate/terminate at the railway station and a further ten services use the bus stops on Station Road adjacent to the railway station. It is therefore considered that a transport interchange in this area would be a logical evolution of the park and ride proposals and provide rationalisation for the existing informal interchange, providing the main public transport hub for the town. These proposals would probably be implemented in combination with car park rationalisation to provide a high quality transport facility for Buxton.

7.35 Community Railway

Derbyshire County Council is currently proposing to investigate the concept of community railway status for the Buxton rail link. Community railways are managed to fit local circumstances recognising the need to increase revenue, reduce costs and increase community involvement.



a Sylvan Street car park
b Entrance to Sylvan Street car park
c Bus turn around, Spring Gardens/Bridge Street roundabout
d Coach Park, Bakewell Road



7.36 Local Pedestrian Network

The main focus of the pedestrian network in the study area is the pedestrianised section of Spring Gardens. Footways are also present on Station Road and, together with Spring Gardens, these form the main east-west pedestrian routes through the study area. North-south pedestrian links are somewhat limited, due to the Spring Gardens Centre and the retaining wall and associated level differences to the south of Station Road.

7.37 At the eastern end of the study area, a pedestrian link between Station Road and Spring Gardens is provided via New Wye Street and Wye Street and the crossing of Station Road is assisted by a pelican crossing to the west of the New Wye Street roundabout, although many pedestrians cross using the deflection islands at the entries to the roundabout, which provide a more direct, if less safe, route.

7.38 A second north-south link is provided via a ramp down from Station Road into the Spring Gardens Centre car park and then through the shopping centre. However, this route is indirect, runs through a car park and is restricted to the opening hours of the shopping centre. Additionally, no crossing facilities on Station Road are conveniently located for this route.

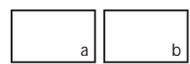
7.38 Station Approach provides the final north-south route and the principal route between the railway station and the town centre, with the crossing of Station Road being facilitated by a puffin crossing.

7.39 Cycle Network

The cycle network within the study area is limited, with little specialist provision for cyclists in the form of cycle lanes and advanced cycle stop lines. Cycling within the study area is also discouraged by the presence of a number of roundabouts, which give rise to road safety issues for cyclists. Additionally, the topography of Buxton does not lend itself to cycling, although, within the study area, the gradients are much less severe and are more suitable for cycling.



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a Town centre pedestrian sign direction
b Station Approach



Pedestrian Route Network

- Destinations
- Secondary Routes
- P Car Park
- Primary Routes
- Pedestrian Crossing
- G Bus Stop
- P Coach Park