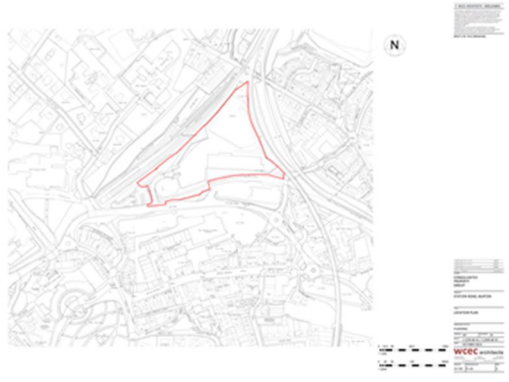
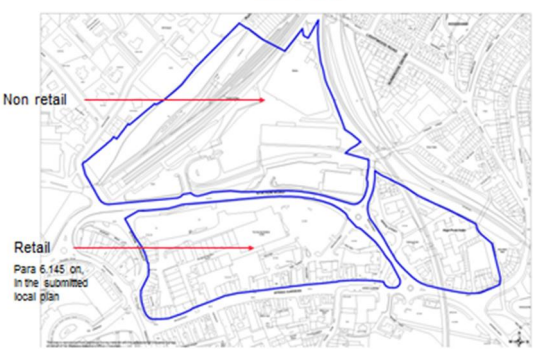


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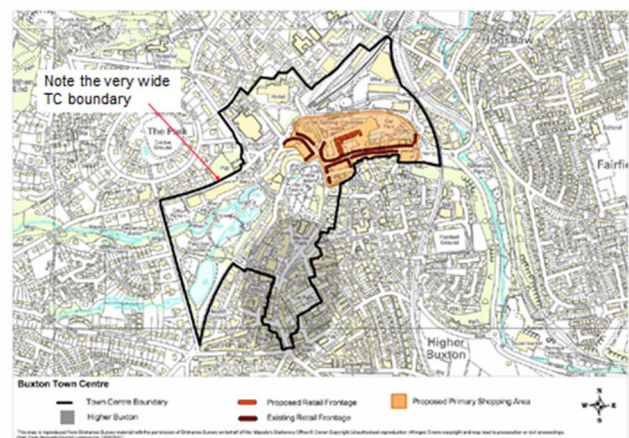
APPENDIX: STATION ROAD DEVELOPMENT SLIDES BY DICK SILSON



Map 57 Station Road and Spring Gardens Regeneration Area, Buxton (Policy CF1 and DS17)



Map 58 Buxton town centre (Policy CF1 and CF2)



Key arguments from the Planning / Retail Statement dated mid December, three months after the PA was submitted

Principal aim of the scheme is to compete with Morrisons ('good thing') and bring that expenditure into the TC

Sequential Test

Alternative site (Sainsbury's) is not suitable, or viable

- not at grade, lifts are un-popular, will not compete with Morrisons
- no major SM operators build over car parks now
- will give rise to EH / HPBC objections, as with previous scheme
- flood risk issues
- very expensive compared to a big box in a car park
- not viable in current market conditions

Impact analysis is reassuring

- Morrisons is the major loser
- Waitrose impact will be off set by linked trips with the new store
- NB this is not argued for Aldi

Table 9: Supermarket Trade Diversion at 2019

	Zone 2		Zone 3		Zone 4		Zone 5		Zone 6		Total
	(%)	(£ m)	(%)	(£ m)	(%)	(£ m)	(%)	(£ m)	(%)	(£ m)	(£ m)
Inland (Spring Gardens)	1.6%	0.02	0.0%	0.00	0.0%	0.00	0.2%	0.01	0.0%	0.00	0.04
Waitrose (Spring Gardens)	10.6%	0.15	1.6%	0.02	1.4%	0.02	5.5%	0.07	4.7%	0.08	0.19
M&S (Spring Gardens)	2.2%	0.03	0.0%	0.00	0.1%	0.00	0.4%	0.01	0.0%	0.00	0.11
Sainsbury's Local (Single Parade)	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.2%	0.00	0.0%	0.00	0.09
Co-Op (Scarsdale Place)	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.01
Local Shops (Town Centre)	0.0%	0.00	0.2%	0.00	0.0%	0.00	0.2%	0.01	0.0%	0.00	0.04
Town Centre Total		0.21		0.09		0.09		1.09		0.08	1.43
Aldi (Station Road)	60.6%	0.87	5.9%	0.08	11.8%	0.20	22.7%	3.78	5.8%	0.10	5.09
Tesco Express (London Road)	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.5%	0.08	0.2%	0.03	0.09
Morrisons's (Bakewell Road)	0.0%	0.00	67.3%	0.96	36.6%	0.61	65.3%	10.89	41.6%	0.89	13.15
Non Centre Total	0.87		25.0%	0.36	50.0%	0.83	5.0%	0.83	50.0%	0.81	3.22
Tourism											0.48
Inflow from Outside Study Area											0.48
Total	100.00%	1.07	100.00%	1.07	100.00%	0.83	100.00%	15.93	102.35%	0.87	23.87

Weighting	Key figures from the table
Inland (Spring Gardens)	0.23
Waitrose (Spring Gardens)	0.75
M&S (Spring Gardens)	0.3
Sainsbury's Local (Single Parade)	0.23
Co-Op (Scarsdale Place)	0.23
Local Shops (Town Centre)	0.3
Aldi (Station Road)	2
Tesco Express (London Road)	0.23
Morrisons's (Bakewell Road)	1

Key figures from the table

- Waitrose £1.19 m
- TC total £1.43 m
- Aldi £5.03 m
- Morrisons £13.15 m
- Non TCI £18.27 m
- TOTAL £23.87 m

Key arguments from the Planning / Retail Statement

Principal aim of the scheme is to compete with Morrisons ('good thing') and bring that expenditure into the TC

Sequential Test

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Impact analysis is reassuring

- Morrisons is the major loser
- Waitrose impact will be offset by linked trips with the new store
- not argued for Aldi

Key arguments for objectors

The scheme has to be acceptable in *principle* and in *practice*

In *principle* it has to meet planning policy which depends on meeting the two tests: Sequential / other sites test and impact on the vitality and viability of the town centre. They both need to be explored / challenged.

In *practice* there are three further major issues: traffic, design, pedestrian connectivity

Traffic looks highly questionable in terms of trip generation rates used

Design is capable of being argued till the cows come home - in its own right, in relation to the heritage environment and in relation to the policy for enhanced public realm

Improvements in pedestrian connectivity are claimed, but nothing much is proposed

