

APPENDIX 2 – Statutory & Other Consultee Comments

Consultee	Consultee Comments	Response
Devon County Council		
Transport and Highways	Supports the objectives of the masterplan in principle subject to the ability of the A377 to continue to function as a strategically important A road or there will be no adverse impact on buses using this and surrounding routes. Consideration should also be given to the safety of all road users.	Noted. As the projects are developed special consideration will be given to maintain the functionality of the route, efficiency of bus travel, and safety of all road users.
Local Education Provision	Confirms that the County Council will support the future planning of expansion of Queen Elizabeth's School.	Noted with thanks.
Flood Risk Management	Notes that there is no reference to flood risk within the plan and recommends consideration of the Council's assessment of flood risk for the town and a report into a recent flood event in June 2023. Support the proposals for SuDS as a means of managing flood risk. way of	It is not considered that any of the masterplan projects cannot progress in principle because of flood risk. Nonetheless, the Council's comments regarding the lack of reference to flood risk will be rectified in the text and it will be made clear that as each of the projects develops, flood risk will be need to be considered as part of the design. To this end the advice provided is very helpful.
Economic Development	Support the approach, emphasising the need continue to drive footfall in the town centre and the importance of good links to the railway station.	Noted.

<p>Environment Agency</p>	<p>Suggest that alongside references to the increased incorporation of green infrastructure in the public realm, blue infrastructure is also included to help with urban cooling in the summer but also to accommodate higher levels of surface water. Similarly any opportunities for water efficiency measures such as grey water recycling, water reuse or rainwater storage and use in public open space, redevelopments or public buildings should be incorporated wherever possible to help conserve this reducing resource.</p> <p>Any culverted watercourses in public realm should be considered for opening up (daylighted) and its contribution to the public space and town exploited where possible.</p> <p>Otherwise support for the masterplan objectives and for specific projects.</p>	<p>Noted and accepted– text of the plan will be amended to give greater emphasis to these issues.</p> <p>Opportunities to achieve this will be explored as projects are developed.</p> <p>Helpful detailed comments are provided which will inform project designs going forward.</p>
<p>Historic England</p>	<p>Welcome the emerging Crediton Town Centre Masterplan, which is described as “helpfully concise and well thought through”.</p>	<p>This is sound advice but given that the projects are only indicative at this stage it would be premature to carry out this work now. Nonetheless, the impact of each project on heritage assets will need to be fully considered at the design stage.</p>

	<p>Recommends that it would be helpful to revisit each of the proposed interventions and make a short study of which heritage assets may be impacted by any changes; whether such outcomes are likely to harmful or beneficial; and what the degree of impact is likely to be. Such an exercise ought to be carried out by a bone-fide heritage professional. This study should form part of the masterplan or at least inform its direction. The findings of the heritage study may require changes to be made to the various emerging masterplan proposals, to avoid any substantial harm to heritage assets, or their settings.</p>	
<p>Crediton Town Council</p>	<p>The plan is disappointing given the work already done on planning for the town centre by Crediton Town Council through the NP and the Traffic and Urban Realm Study, neither of which is built on or complemented by this new plan. There has been a lack of community involvement in the devising of the brief and the initial consultation resulting in proposals that do not originate in community aspirations. As the document will be an SPD, this is of concern.</p>	<p>The Council has worked very closely on the preparation with the Town Council at every stage. The Town Council were involved in the preparation of the brief for consultants and have been represented on the Project Steering Group. Separate meetings were also held between officers and the former mayor. The masterplan has fully considered both the Neighborhood Plan and Traffic and Urban Realm Study and is considered to be entirely consistent with the former. The primary proposals contained within the latter which have not been carried through to the masterplan are the roundabout at the “western gateway” and a similar albeit slightly smaller roundabout at the junction of</p>

	<p>The plans for the train station have not taken into account the extent of parking that currently exists on the north side of the road. If there are plans to control the amount of parking, they are not shown. If there are plans to control the drop off parking, they are not clear. At present, all available spaces to leave a vehicle are in use for the majority of the time. Visual improvements should take that into account.</p>	<p>the A377 (Middle Street), Bowden Hill and Dean Street close to the (Holy Cross) Church. Both seem to have been proposed primarily as traffic calming measures for the A377 rather than as an equalisation of routes. DCC do not support the roundabout by the school and do not consider the second one necessary. Otherwise the main differences between the two documents relate to improvements for pedestrians and are more nuanced.</p> <p>It is not accepted that there has been a lack of community involvement in devising and the Council will continue to engage with key stakeholders and the wider community as individual projects are developed.</p> <p>These comments are noted and will be helpful when the more specific proposals around the station are developed.</p>
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	<p>The trees are a welcome addition to the High Street so long as the same or nearly the same number of parking spaces are retained. Crossing points that are also pinch points are useful in slowing traffic but any changes should retain the current opportunities to cross anywhere along its length.</p> <p>A crossing point is needed for the south entrance to Newcombes Meadow.</p> <p>Four Mills Lane and Dean Street have been identified as potential pedestrian routes and a discussion could be had about 20mph speed restrictions in these areas. It was noted that the pavements along Dean Street are extremely narrow and do not offer full pedestrian use as they are.</p>	<p>Noted.</p> <p>Agreed. An indicative crossing point is shown on the plan.</p> <p>These streets form part of Strategic Pedestrian and Cycling network (Route R2) and both pavement widening and traffic speeds will be discussed with the Highway Authority as the detailed plans are developed.</p>
<p>Crediton Town Council (updated comments June 2024)</p>		
<p>Scope</p>	<p>Masterplan does not deal with traffic issues which are centric to any changes in the High Street.</p>	<p>The scope of the masterplan was agreed by Cabinet in March 2019. This report recognised that the masterplan would complement other initiatives such as the Neighbourhood Plan and delivery of highway infrastructure e.g. A377 to Lords Meadow link road. The role of the masterplan is defined on page 8 as of the document is to “provide principles</p>

	<p>Concerns that the summary of the Strengths, Weaknesses and Opportunity table is not followed through in the delivery strategy. Specifically Youth, Tourist Information Office and changing facilities at train station are not mentioned again in the document.</p>	<p>and strategies that bring together the design and future delivery of development, public realm improvements, green infrastructure, and active travel and transport projects.” In respect of the latter the masterplan includes a number of initiatives to promote sustainable transport opportunities, reduce the impact of traffic on the public realm and address the air quality issues resultant from through traffic. The scope does not extend to strategic traffic issues which are more properly dealt with via a Local Plan Review.</p> <p>In addition, the Cabinet report sets out the geographical boundary of the plan report which is deliberately town centre thus in itself excluding reference to a bypass or any other strategic highway infrastructure.</p> <p>Notwithstanding all of the above, the plan does propose improvements to the Jockey Hill roundabout, in response to issues raised during the consultation process.</p> <p>Both the proposals for Newcombes Meadow and the community hub can/will provide youth facilities and whilst changing facilities are not mentioned specifically they will be part of a mobility hub. It is accepted however that the TIO is referenced as an opportunity but not followed through primarily because the of revenue implications which are</p>
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	<p>Key issues do not address the long-term trends of an aging population, affordability and decline of rural services which have been reported on in the document already</p>	<p>difficult to address, as has proven to be difficult elsewhere. Nonetheless the District Council is happy to have discussions with the town council about how we collectively support tourism with partners including DCC and the new DMO (Visit Devon). This can be done outside of the Masterplan but will be referenced in the Delivery Plan.</p> <p>These issues are difficult to ignore in any document relating to the future of market towns in rural areas but are addressed more specifically in the Local and Neighbourhood Plans. It should be recognised that these are not purely land-use matters, they are much more complex.</p>
<p>High Street Proposals</p>	<p>Insufficient Additional Safe Pedestrian Crossings.</p> <p>The Traffic and Urban Realm Feasibility Study commissioned by the Town Council had similar ideas but did not</p>	<p>The Masterplan proposes to improve the crossing points of nearby Bowden Hill and Dean Street which “feed-in” to the existing zebra just west of Hayward’s School. In addition a new crossing point across Union Road to access the new hub and park is proposed. There is also a proposal for a new crossing point in front of the station. DCC have confirmed that the footfall would justify a further crossing point between the station and the above-mentioned zebra.</p> <p>Actually the scheme proposes loss of up to 4 spaces. As referenced in the report the Council will consult of a number of more detailed options</p>

	<p>result in loss of parking and should be reconsidered.</p>	<p>amongst which will be one which resembles the proposals contained within the study.</p>
Newcombes Meadow	<p>Toilets should be provided in the park.</p> <p>There are no proposals to address current anti-social behaviour problems in and around Jubilee Gardens.</p> <p>Pump Track unsuitable in Newcombes Meadow.</p>	<p>Public toilets are challenging to provide in the current financial climate and it is considered more realistic to include new toilets to serve the park as part of the proposed new community hub on Union Road.</p> <p>The detailed proposals for Newcombes Meadow will be worked up in more detail and all relevant stakeholders will be included in this process including the Police. Further annotation will be added to the illustrative proposals to make it clear that addressing this issue will form part of the project.</p> <p>This no longer forms part of the proposals and will be deleted from the plan.</p>
St Lawrence Green	<p>Described as a “missed opportunity”. Although it is noted that DCC do not support a roundabout here as proposed in the Traffic and Urban Realm Feasibility Survey, there is a need to consider different options for the area.</p>	<p>DCC has stated that they do not consider that a roundabout (primarily proposed as a means of slowing traffic speeds) is necessary and no alternative proposals have been submitted during the consultation process. The quality of the trees (in particular) and landscaping is very good and the proposals for enhanced planting and further seating will build on these strengths. The site has also been identified as a site for a potential gateway feature which could be an opportunity to include the local arts based community in developing the project as well as the St. Lawrence Group.</p>

<p>Railway Station</p>	<p>Improvement of Park and Ride services – there is little space to park at all currently on the Exeter train side and a lack of drop off space</p> <p>There is no access for wheelchair users wishing to board on this side as there is no lift and the only pedestrian access is across the level crossing.</p> <p>Will additional coach parking be at the expensed of car parking.</p>	<p>Early discussions with Great Western Railway and Network Rail have identified the need to increase capacity of the Park and ride (which can in part be achieved by properly marking out spaces and re-surfacing) and additional drop off facilities to cope with additional station patronage.</p> <p>This has been raised with GWR who operate the station.</p> <p>No detailed plans have been prepared to date but this is highly unlikely given the identified need to increase capacity for cars.</p>
<p>Pedestrian Facilities</p>	<p>Pavement widening or new pavements on Blagdon Terrace, Mill Street, Westernlea and Jockey Hill.</p>	<p>The first two of these comprise elements of two of the strategic pedestrian and cycling routes (Numbers R1 and R2 respectively) identified in the plan in which the potential for pavement widening will be explored.</p> <p>A separate project to improve both vehicle and pedestrian safety at Jockey Hill is included in the masterplan and will again look at the potential for how pavement widening could improve safety.</p> <p>Westernlea is outside of the designated Masterplan but officers have passed on the suggestion to DCC.</p>
<p>Document Drafting</p>		<p>The Town Council has very helpfully identified a number of typographical errors and missing captions in the draft document along with some inconsistent</p>

		wording which will be corrected prior to formal issue,
Natural England		
Green Infrastructure	The plan appears to be a detailed and well thought out approach to green infrastructure and urban greening. Further helpful design details included.	Noted and welcomed.
Linking Green Corridors to the Draft Local Nature Recovery Network	Welcomes the reference to the Devon Local Recovery Strategy and Trees for Devon Initiative and suggests that it would be beneficial to highlight within the plan the use of the Right Tree in the Right Place approach. This approach supports the use of climate resilient tree species, based on their ability to adapt and thrive in the urban setting now and into future uncertain climatic conditions. Minor nomenclature comments.	Noted – text will be amended.
Strategic Environmental Assessment/Habitats Regulations Assessment	Unlikely to give rise to likely significant effects on European Sites.	Noted.
Mary Nation, local resident	Expresses broad support for most of the projects contained within the masterplan along with some reservations which have also been raised in the online survey. Includes some detailed comments on individual project design.	The broad support is welcomed and the detailed comments will be very helpful as individual projects are developed.