

1734/145/S1

1734/1457/CRE1

1734/1457/CRE2

1734/1458/CRE3

Acc.

1734/1459/CRE5

1734/1460/CRE7

1734/1461/CRE8

1734/1462/DM1

From:
Sent: 26 April 2015 12:06
To: Local Plan Review
Cc:
Subject: Crediton NP response to Local Plan Review
Attachments: Crediton Neighbourhood Plan Steering Group response to LPR.docx

Dear planners,

Please find attached the Crediton NP response to the Local Plan Review.

Best wishes,
Liz Brookes-Hocking
Chair, Crediton Neighbourhood Plan Steering Group

1734/1463/S12

1734/1464/CRE11

1734/1465/DM14



Crediton Neighbourhood Plan Steering Group

Response to Local Plan Review

The steering group has recently carried out a household survey. 3200 surveys were hand delivered to Crediton addresses. 1200 approximately were returned. The results have been analysed and a report written by Devon Communities Together.

The Steering Group, which has six focus groups, is responding to the LPR on the basis of the evidence gathered and figures quoted below are from the report.

Comments from the Transport Focus Group

1. When asked 'What do you most dislike about living in Crediton?' the top three, free-choice responses concerned traffic and transport issues. These are clearly significant for residents of the town.
2. Of those in work, less than half are employed in Crediton. 55% commute to other destinations, principally Crediton.
3. 64% of resident use their car as their main form of transport
21% walk as their main form of transport
4. 80% of residents approximately, are interested in using other forms of transport than the car.
Nearly half of them would like to use the bus more;
A third would like to use the train more;
A quarter would like to walk more
5. Bus and train are used by more than 80% and 70% of respondents respectively at some time, but by very small proportions regularly or daily. Reasons cited for not using it more are time-tabling, frequency of service and cost.
6. Devon County Council's traffic counts and number plate tracking, which were done in 2010 before the building of the link road, showed that a large proportion of the car traffic in Crediton was town based.
7. 81% of residents think there is a car parking problem in Crediton, principally in the High Street.
99% are in favour of better footpaths
89% are in favour of creating better cycle routes
8. The above facts suggest that
 - public transport is used by few people for commuting to Exeter
 - many residents use their cars to access High Street services during the day
 - there is very strong support for walking and cycling infrastructure

Walking and cycling infrastructure

Sustainable transport means

- walking and cycling must be considered as essential infrastructure elements in development planning.
- they should not be added in at current standards after the housing and road infrastructure has been plotted.
- they are important facilities in their own right. They are also links to other sustainable forms of transport: bus and train.

Policy S1 Sustainable development priorities:

Sub paragraph e)

In order to fulfil NPPF sustainable development principles, we suggest strengthening this paragraph to ensure that walking, which is only mentioned as an example, has maximum emphasis; we suggest removing the reference to car use which is mentioned first, even though as a negative, then follow it up with more emphasis on cycling.

We suggest the following as a stronger statement on sustainable transport:

Promote sustainable transport by making walking infrastructure a priority of housing development and design, integrating it with public transport and cycle routes, linking it to town and village centres and providing safe and attractive environments for pedestrians and cyclists, while recognising Mid Devon's rural locality.

Policy CRE1

No mention is made of pedestrian access so this site which has major roads to the south and east. In order to ensure sustainable priorities we suggest specific mention is made of pedestrian access and would like to see a further point e) added:

e) Provision of good pedestrian access to all local and town facilities, including those lying to the south of the A377, especially the bus stops and the train station.

Policy CRE2, CRE3, CRE5

We welcome CRE2, paragraph c)

In addition, to be in accordance with sustainable transport, we suggest the inclusion of a paragraph which specifies a dual use footway (pedestrian/cycle) from Red Hill Cross along Exhibition Road to the town centre.

Such a dual use pedestrian/cycle route would also serve Pedlerspool CRE5 and Cromwell's Meadow CRE3 developments

Policy CRE7

We note point d) and welcome point e). To ensure that the existing pedestrian difficulties in this area are not exacerbated, and given that Stonewall Lane is to be diverted we suggest that the issue of the lack of a footway on the west side of Jockey Hill from Deep Lane

running south for about 50 yards is also addressed as part of the development, so that pedestrians are not forced to cross on the brow of the hill to access Alexandra Road.

Policy CRE8

Footpath improvements are needed between Barnfield and Landscore (Tinpot Lane) to enable a good pedestrian route from the development to the Western Road campus

Policy DM1 High quality design

Sustainable modes of travel

Point d) suggest strengthening this statement by replacing 'encourage' with 'enable' or by adding after 'also' 'enable and'

Comments from the Sustainability Focus Group

Energy

The report shows that solar energy is supported by 63% of respondents under 40 and by 37% of people over 40.

Materials used for building new housing developments should include pv systems in the construction.

Policy S1

Sub paragraph j)

This paragraph needs strengthening in relation to specifics of what a low carbon future includes in practical terms:

We suggest the addition after 'increasing the use and supply of renewable and low carbon energy,' of the following clause:

'applying low carbon principles to new housing design and new developments'.

Policy CRE5 Pedlerspool

The allocation of Pedlerspool does not accord well with sustainability principles:

- The topography of the site means that green space will separate the development on its south side from the town.
- It is some distance from town services including public transport links. There is every likelihood of it being a car-dependent development.
- It cuts into the river valley and the resulting build environment will split two parklands, one on the local register, the other on the national register, and does not enhance or protect the town setting.

If this development comes forward, the highest design standards should be applied to both housing and infrastructure. In particular, the development should blend into the existing landscape and features, rather than being imposed on them

Policy S12

Crediton development

**Comments from the Community Focus Group
and
Social care and Well-being Focus Group
and
Youth Focus Group**

Cultural and activity centre/hub

The household survey shows a strong appreciation of the sense of community in the town and an appreciation of whole town events and entertainments.

- More than 50% of respondents to the Crediton household survey mentioned community spirit/feeling and friendliness within their first three responses to what they like about living in Crediton.
- A cinema was the third most mentioned amenity that Crediton lacks after a hospital and more shops.

Social and community activities need facilities to allow them to operate and develop. Crediton Town Team has researched the current supply of spaces available for community use from active classes to theatrical and musical productions and presentations. Most groups organising such events agree that the current supply is inadequate to their needs.

We therefore support the inclusion of a new multi-purpose cultural and activity centre as a new paragraph f) to Policy S12

Suggest adding:

f) Proposals to develop the cultural, social, performance and presentation facilities for Crediton and the surrounding area by providing a new, unified community cultural hub

Policy CRE11

In support of community infrastructure, we suggest amending point i) to:
Community and activity facilities, including provision for children/youth and elderly people through a new cultural hub

Comments from the High Street Focus Group

Policy DM14

Town centre development

65% minimum A1 retail use at ground floor level within the primary shopping frontage

The survey showed very strong support for Crediton town centre and the distinctive nature of the High Street with a high proportion of locally owned retail businesses is valued:

- Nearly 30% of respondents to the household survey put the quality and nature of the local shops in their first three responses to what they like about living in Crediton.
- 91% of respondents use the town centre at least once a week.
- 91% of respondents chose shops and retail as the most important element in the town centre

Given that

- Crediton has a higher proportion of independent shops than Tiverton and is less vulnerable to the closure of national chains.
- Crediton has a lower proportion of empty shops at any one time than the other market towns in the district.
- Applying the 65% rule in the past has allowed key retail premises to change use from retail to professional services to the detriment of the primary shopping frontage:

we believe that the current policy, which applies to the three main towns, Tiverton, Cullompton and Crediton, is to the disadvantage of Crediton town centre.

We therefore support a higher minimum of A1 for Crediton at 70% of all units and suggest that the last two lines of the policy be amended to:

'Within the primary shopping frontages at ground floor level, the proportion of A1 retail uses will not be permitted to fall below 65% of all units in Tiverton and Cullompton and 70% in Crediton

Town centre survey

The Neighbourhood Plan steering group has also carried out a town centre business survey:

75% of town centre businesses who responded to the online survey supported an increase in the A1 minimum to 70%.