

# Chudleigh

Teignbridge Towns and Village Project

Produced by LHC on behalf of Teignbridge District Council.



Teignbridge  
Towns and Village Project

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**2025.** Chudleigh is a quintessentially South Devon town. Known as the gateway to the Haldon Hills, it has become a sought after place to live and a favourite stop for visitors to Devon and Cornwall. Chudleigh is a natural stop for walkers and cyclists who come to enjoy its surrounding countryside.

Chudleigh reinvented itself in 2015 establishing a new atmosphere and presenting itself as a positive and forward thinking place to the outside world. The strong and active local community has made possible the stunning new square at the heart of the town which is the envy of others.

Chudleigh has a renewed confidence epitomised by the vibrancy of local businesses, the new cafes and restaurants which spill onto the square when the weather is good and the European flavour of its fabulous craft and produce market which spreads around the town from Conduit Square. The 'shared space' design has proved to be an exemplar for other towns looking to improve their fortunes.

The new square has helped to breathe a new life into a proud historic settlement. It is now at once colourful, dignified, vibrant and busy, it expresses quality. The new Visitor Centre on the square is a superb new addition.

The centre of Chudleigh is a great place to live; meet people; be entertained; sit; watch; contemplate; do business; shop and experience the best of life in a Devon country town.

Chudleigh is rich in history, natural assets and community spirit. It nestles at the foot of the spectacular Haldon Hills, is at one of the gateways to the picturesque Teign Valley and is only a stone's throw from the Dartmoor National Park. It has easy access to the regional and national road network and is well placed to serve visitors from the surrounding areas and from further afield. Although it has many of the ingredients for success, it has a big challenge to find its unique selling point and to attract the investment needed to enable its economy and community to flourish and become a more sustainable place to live and work. To help achieve this Chudleigh will be a place where current and future generations have access to the homes, jobs and community facilities that they need in order to thrive.

*Community Vision for Chudleigh  
(Chudleigh Community Masterplan 2011)*







Bovey Tracey



Chudleigh



Kingsteignton



Kingskerswell

*English Channel*

## 1.1 Introduction

This report concerns proposals to improve the town centre of Chudleigh – an attractive historic market town in the heart of the Teignbridge area of South Devon.

The work was commissioned by Teignbridge District Council (TDC) and was carried out by LHC Architecture and Urbanism in liaison with TDC, Devon County Council (DCC), Chudleigh Town Council (CTC) together with other groups and individuals with an interest in the town.

The project took place between March and September 2012 and forms part of a suite of work which reviewed opportunities for enhancement in three other Teignbridge settlements at the same time – Bovey Tracey, Kingskerswell and Kingsteignton.

The project for Chudleigh builds upon the excellent work already carried out by the community in developing the Chudleigh Parish Plan and Chudleigh Community Masterplan.

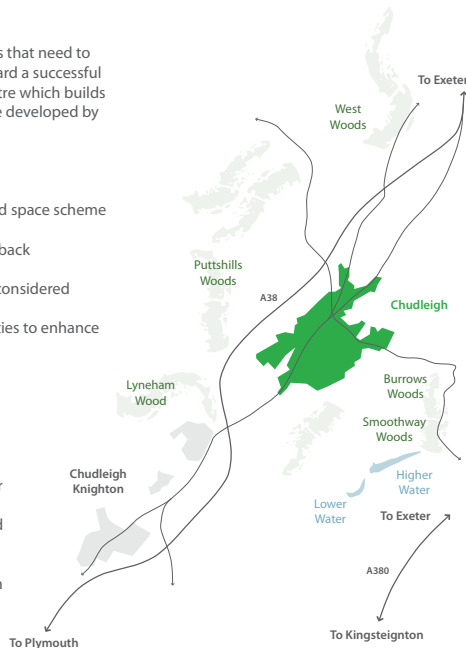
These documents identified a local aspiration to create a more attractive town centre for residents, visitors and businesses – including the creation of a high quality town square 'shared space' for pedestrians and vehicles.

This report considers the issues that need to be addressed in bringing forward a successful enhancement to the town centre which builds upon the initial ideas that were developed by the local community.

The work provides:

- A concept design for a shared space scheme
- A review of community feedback
- An overview of issues to be considered
- A review of other opportunities to enhance the town centre
- An appraisal of likely costs
- Consideration of next steps

The report provides guidance for the Town Council and wider community to secure funding and to take the project forward to implementation. The conclusions have been guided by the views of many people in the town.







Conduit Square (© Tony Bartlett TDC)

## 1.2 The Project Brief

The project team has been asked to prepare town centre enhancement proposals building upon work already undertaken by the community.

Working alongside key stakeholders and the local community, LHC Architecture & Urbanism together with PCL Transport and WT Hills have sought to develop concept proposals which will enhance the town centre physically, socially and economically providing a lasting legacy for the future. The project brief identifies the need to prepare proposals to create a locally distinctive and high quality public realm in the heart of Chudleigh.

The brief also requires an assessment of feasibility and deliverability which will be used as part of the evidence to underpin relevant policies in the emerging TDC Local Plan.

The work builds upon and examines the deliverability of the shared surface concept set out in the document 'Chudleigh Enhancements: Town Square and Central Open Space Concept Ideas' (TDC, 2010).

## Project Timeline

- **Parish Plan (2009)**  
Identified concern over traffic volume, speeds and pedestrian safety. 84% of respondents to the survey supported enhancement of the conservation area and a third were in favour of some form of shared space for the town centre.
- **Concept proposals (2010)**  
Teignbridge District Council prepared initial concept ideas for a town centre shared space scheme.
- **Community Masterplan (2011)**  
Teignbridge District Council's initial concept proposals published during the preparation of the Chudleigh Community Masterplan.
- **Concept design (2012)**  
The current stage of the project has involved exploring the design and technical issues relating to a shared space and discussing these in more detail with the community. This report includes more detailed concept design proposals.
- **Publish the concept design (2012)**  
The findings and recommendations of this report will be made available to the local community and organisations that have an interest in Chudleigh.
- **Work towards delivery (2012 onwards)**  
The Town Council has recently set up a Working Party for the town centre project. This group will need to work alongside partners and the local community to begin the process of delivery. One of the key steps will be to work with the District and County Councils to identify sources of funding.
- **Prepare detailed design**  
Once funding has been identified more detailed design work will be required. This will need to cover issues including identifying the location of underground services, further analysis of the historic environment, deciding upon materials, street furniture etc. The design will be subject to a number of checks including a safety audit. This stage should include further community consultation.
- **Construction**  
With funding in place and a detailed design agreed construction can begin.



Ceremony May 1926 (A Chudleigh Collection, © Obelisk Publications 1994 Pg. 15)

### 1.3 How the project was undertaken

The project was guided strategically by the Project Steering Board, chaired by TDC and with responsibility for all four of the Teignbridge Towns and Village projects.

In Chudleigh, thoughts about how the town centre could be enhanced are more advanced than in the other three settlements – here the objective is to assess how a ‘shared surface’ scheme could be designed and delivered as opposed to identifying what sort of improvements would most benefit the town, which is the case for the other settlements.

The proposals were well informed by previous work and on-going community and stakeholder engagement in the town.

Building on this foundation, the project team set about understanding key issues and constraints, liaising with local stakeholders and the wider community and doing its own work to understand the role, character, strengths and weaknesses of the town centre.

Analysis has included:

- A guided town visit
- Explanation of key issues by TDC, DCC and local stakeholders

- Further visits to the town at different times and days of the week
- A desk top review of literature and policy
- An overview of key issues including consideration of:- physical, economic, social constraints; parking issues; servicing issues for retailers; transportation; sustainable settlement considerations; historic and cultural context; townscape and heritage; public realm assessment; barriers to movement; designations; conservation issues; listed buildings; views and features; character and appearance; land use; retail requirements; topography/gradient; microclimate; landscape and green space; drainage; ground conditions; underground services; neighbourhood and amenity issues.

Stakeholder engagement included:

- Project Inception Steering Board session to identify key issues and requirements
- A guided town walk followed by stakeholder workshop
- Pre initial findings workshop with Town Centre Project Group

- Initial findings presentation and workshop at Town Hall
- Chudleigh Primary School children’s workshop
- Pre exhibition Steering Board session
- Saturday exhibition at Town Hall followed by a 3 week long static exhibition.
- Chudleigh Town Council presentation
- Chudleigh Business Guild with other town centre traders - evening presentation
- Community/stakeholder project review workshop with Steering Board, Business Guild and Town Council members
- Final Steering Board session

Design suggestions have been presented in different ways throughout the project at the various engagement sessions. Feedback has helped to develop ideas and form recommendations within this document.

Month	March 2012				April 2012				May 2012			
Week	1	2	3	4	5	6	7	8	9	10	11	12
Project Inception Meeting	1											
Site Visit		2										
Analysis			3									
Issues and Assets				4								
Concept Layout & Opportunities					5							
Development of Illustrative Plan								6				
Preparation for Exhibition Event								7				
Review Feedback												
Draft Illustrative Masterplan												
Review of Feedback												
Development of Illustrative Masterplan												
Preparation of Final Report												
Steering Board Final Handover												

### Project Stages

**1. Project Inception**  
Initial project meeting and introduction to steering groups.

**2. Site Visit**  
Town walk followed by discussion illustrating key issues that need to be addressed.

**3. Analysis**  
Summary of Teignbridge proposals / findings  
Summary of Community Masterplan proposals / findings  
Spatial Analysis - Routes, Facilities and Open Space etc.

**4. Issues and Assets**  
Identification of current and future issues.  
Drawing out the specific assets of the place.

**5. Concept Layout & Opportunities**  
Initial identification of key projects and proposals to take the plan forward.





Photograph of St Martin and St Mary Church, Chudleigh (© Tony Bartlett TDC)

## 1.4 Planning Context

Teignbridge District Council is preparing a Local Plan for the district, other than the area that is within Dartmoor National Park. The plan making process includes the following formal stages (future dates are indicative):

- Issues and Options consultation  
June 2010
- Preferred Options consultation  
January 2012
- Proposed Submission document publication  
November 2012
- Submission to Secretary of State  
February 2013
- Examination by Independent Inspector  
July 2013
- Adoption by Council  
December 2013

When adopted the Local Plan will provide a strategy for the distribution and level of development and supporting infrastructure, a set of proposals to meet that strategy, policies to deal with planning applications and proposals for monitoring the success of the plan.

The Council has reached the Proposed Submission publication stage of the plan's preparation.

The Local Plan has been informed by technical evidence and local community involvement.

Local input identified ideas for a number of potential proposals related to the town centre, with the overriding aim of improving the environment and with it the vitality and economic performance of Chudleigh. This project has explored these ideas and aspirations further and the outcomes have been used as evidence to inform the preparation of the policies in the Local Plan.

The District Council has completed a Conservation Area Character Appraisal for Chudleigh, along with a Conservation Area Management Plan. This work has informed the development of the proposals in this document and will continue to inform later stages of the project.





Photograph looking along Fore Street (© Tony Bartlett TDC)

## 1.5 Potential benefits of enhancement

There are a range of ingredients that make a town centre a successful place for traders, residents and shoppers. These include a distinct identity, the range and diversity of the retail offer and other town centre uses such as cafés and restaurants, the quality of customer service, accessibility and cost of transport, car parking availability and charges, attractiveness to new investment, effective marketing and communication and coordination of effort through organisations such as traders associations, or possibly a town centre manager.

The quality of the environment is another key factor. A pleasant, safe and attractive town centre for people to live, work and shop is recognised as an important element of successful places. High quality public spaces are important for attracting visitors and investment to a town centre. Well designed, well maintained buildings, public spaces, parks, streets and squares play a vital role in creating attractive and welcoming town centres.

“Local authorities are increasingly recognising that improving streets brings a range of benefits to everyone. Local businesses report better trade, more people are encouraged to walk and cycle, the streets become safer, more sociable places, and the historic character of an area is enhanced rather than degraded”.

*(Streets for All: Practical Case Studies, English Heritage)*

The benefits of town centre regeneration and enhancement can include:

### Economic Benefits

An attractive space that encourages people to spend more time in the town, helps support local traders and benefits the local economy.

A venue for fairs, markets, exhibitions and new events that bring people into the town and extend the tourist season.

The space could possibly be let and provide income.

A venue for local shops and businesses to promote their own goods and services.

A venue for

“things to happen”

- festivals and entertainment.

Improvements to the area are likely to increase the value and prosperity of businesses in the area:

- “As towns increasingly compete with one another to attract investment, the presence of good parks, squares, gardens and other public spaces becomes a vital business and marketing tool: companies are attracted to locations that offer well-designed, well-managed public places and these in turn attract customers, employees and services.

- In town centres, a pleasant and well maintained environment increases the number of people visiting retail areas.”

*(The Value of Public Space, The Design Council / CABI)*

### Social Benefits

85%

of people surveyed for CABI felt that the quality of public space and the built environment has a direct impact on their lives and on the way they feel.

*(The Value of Public Space, The Design Council / CABI)*

A gathering place for community events and celebrations.

A space for people to socialise or just spend time and relax.

## Physical Benefits

A focal point for the community:

- “Public spaces...bring communities together, provide meeting places and foster social ties of a kind that have been disappearing in many urban areas
- These spaces shape the cultural identity of an area, are part of its unique character and provide a sense of place for local communities.”

*(The Value of Public Space, The Design Council / CABE)*

A place for local clubs and societies to entertain and share their interests with others.

An enhanced appearance at the heart of the town that complements Chudleigh's architecture and heritage.

Well-designed streets and public spaces encourage walking and cycling and have the power to make our environment a safer one by reducing vehicle speeds and use.

Contribute to a safe environment:

- “In an environment which is well designed, attractive, clearly defined and well maintained people are likely to take pride in their surroundings, will tend to feel comfortable and safe and have a sense of shared ownership and responsibility.
- An attractive environment in this context means one which has evolved or has been successfully designed to meet the needs of its legitimate users (ie the responsible majority of the population) ... The greater the attraction for legitimate users, the less will be the attraction for the criminal minority.”

*(Secured by Design by Principles, Association of Chief Police Officers)*



'A place where current and future generations have access to homes, jobs, and community facilities that they need in order to thrive ....'

*Chudleigh Community Masterplan 2011*



Aerial photograph of Chudleigh Town Centre in context (© Teignbridge District Council / GetMapping 2010)

## 2.1 Introduction

This section of the report summarises some of the main characteristics of the town centre. An important objective of proposals to enhance the area is that existing weaknesses are resolved / addressed and that strengths are built upon.

The community has identified that the focus for town enhancement should be at Conduit Square and Town Hall Square. These represent the civic core of Chudleigh. The analysis concentrated on this part of the town and its relationship to the rest of the settlement.





Clearly the centre of town (© TDC / GetMapping 2010)



A focus for community (© Tony Bartlett TDC)



A focus for facilities



An attractive Devon scene (© Tony Bartlett TDC)



A focus for transport (© Tony Bartlett TDC)



A meeting place (A Chudleigh Collection, © Obelisk Publications 1994)

## 2.2 Roles and Character

Conduit Square and Town Hall Square clearly mark the centre of Chudleigh. This has been so for many centuries in the case of Conduit Square and since the nineteenth century for Town Hall Square. Today they combine to provide an important focus for civic life. As public spaces in the town they have distinctive shapes. Conduit Square is roughly triangular and is the place where Fore Street meets New Exeter Road. Town Hall Square is connected to and subordinate to principal square and is roughly rectangular in plan. The two spaces are clearly inter-related but this is principally due to proximity and movement corridors rather than the way they are designed / treated. Many routes into the town from all directions converge here.

Both squares are partly well enclosed by buildings but also have gaps in their enclosure. Conduit Square is bounded by two and three storey historic buildings which form a very pleasing composition, an attractive Devon town scene. A gap site exists on the east side of the square. This forms a disappointing edge in townscape terms but the greenery on this site provides a welcome contrast. With the exception of this both squares are characterised by hard finishes with little soft landscape.

The Town Hall Square is dominated by the Town Hall itself. A simple grey limestone Victorian building with gabled front and modest

symmetrical elevation. The building is robust in form and provides a focal point. Generally the other sides of the space do not provide strong edges. The townscape form falls away to the north and buildings sides rather than frontages run perpendicular to the Town Hall.

The Town Hall plays a very important role in Chudleigh. In addition to the Town Council it is home to Chudleigh Pre-School and FISH After School Club. A wide range of activities also take place in the hall including film screenings, pilates, karate, aikido, Tai Chi, hand bell ringing, yoga, aerobics, zumba, live music, dance, coffee mornings and social events.

A range of community organisations and groups meet in the town hall, including the Women's Institute, Chudleigh Pensioners Association, Chudleigh Amenity Society, Devon Orienteering, Chudleigh History Group and Teign Valley Children's Centre. The Town Hall is also used as a venue for birthday parties and by businesses for meetings and conferences.

Whilst there are clear signs in the condition of buildings and due to vacancies in commercial premises that current economic conditions are causing commercial difficulties in the town, the area is a focus for retail in Chudleigh. It is also a busy place at certain times of the day creating a vibrancy which provides a good basis for trading opportunities. The area is a focus for buses in the

town and has a constant flow of cars accessing the car park. This area is a focus for civic and community facilities in the town.

The civic role of Conduit Square is marked by two distinctive monuments; the War Memorial and Obelisk, which are prominent landmarks at the centre of the square. The area has clear and positive roles in the life of the town today as it did historically. As such, it is a positive asset; it clearly identifies the heart of Chudleigh; is a focus for community and civic pride; a focus for facilities and shops; a meeting place; important to the collective memory and a key transport node for the town.



Maintain key roles and strengthen character



Tired street scene



Poor quality public realm



Signage and clutter (© Tony Bartlett TDC)



Traffic travels too fast (© Tony Bartlett TDC)



The square does not represent the quality of the town

## Issues

Whilst the town centre has many attributes, there are a number of problems which undermine its distinctive qualities. Both squares are dominated by traffic and traffic management measures. This is manifest in part by priority for cars, buses and other vehicles over pedestrians. This is particularly evident on Fore Street where traffic speed can be high.

Some buildings, streets and spaces are tired in appearance and this combined with a proliferation of signage and clutter means that the civic heart of Chudleigh is not reflective of the many qualities that the town has. The tired appearance is compounded further by poor street furniture, prominent and unsightly overhead power lines, uncoordinated lighting and incremental accretions to buildings and the public realm.

There are a number of issues which need to be balanced in seeking to establish improvements to the centre by creating a stronger focus and civic pride and providing support and regeneration for existing businesses and the wider town.

## Key questions include:

- Can the setting of the Town Hall be improved?
- What level of parking should be maintained in Conduit Square?
- Should the gap site on the east edge of Conduit Square be re-developed. If so, to what extent?
- Should a Visitor Centre / Tourist Information Centre be established in a more prominent location?
- Are the Obelisk and War Memorial suitable centrepieces?
- How can businesses best be supported?
- Should the impacts, of cars and traffic be reduced? How can speeds be reduced?
- How can the quality of the public realm be improved?
- Is a new access to the car park desirable?

These and many other issues have been debated, sometimes heatedly, in the course of the project.



Street furniture and lighting could be improved



Town Hall setting could be improved



Businesses need support



Are Obelisk and War memorial suitable centre pieces?  
(© Tony Bartlett TDC)



Should parking be maintained in the square?  
(© Tony Bartlett TDC)



Tourist Information / Visitor Centre in the town square?



Traffic management prominent (© Tony Bartlett TDC)



Achieving pedestrian priority (© Tony Bartlett TDC)



Weak eastern edge to square



New access to car parks?



Space for an outdoor market



Space to sit in, meet, watch, contemplate and do business  
© Chudleigh Phoenix



Photograph looking along Fore Street (© Tony Bartlett TDC)



## 2.3 Aspirations for change

Identifying the need for enhancing the centre of Chudleigh is not a new idea. A programme of town centre improvements was identified in the Chudleigh Parish Plan (2009). From over 500 responses to the Paris Plan Survey strong support was expressed for:

- A reduction in the speed, volume, size and/or weight of traffic through the centre; and
- General improvements to the quality, appearance and 'pedestrian friendliness' of the centre, recognising its status as a conservation area which is shared by residents, businesses and visitors.
- A Town Centre Project Group was established following adoption of the plan. A range of potential town centre enhancements have been identified, including:
  - Traffic calming;
  - A pedestrian friendly space;
  - Improved setting for the War Memorial;
  - Improved town square;
  - Street planting;
  - Repaving;
  - Undergrounding of overhead cables;
  - New street lighting; and
  - Rationalisation of signage.

The Group identified the following overall aims:

- To improve the visual quality of Chudleigh town centre in ways which recognise that it is within a designated Conservation Area and acknowledge its history as a wool and market town on the important route from London to Plymouth;
- To reduce the speed, volume size and/or weight of the traffic which passes through or serves the homes and businesses within the town centre;
- To make the town centre a more pleasant place in which to live, work and shop; and
- To make the town centre a shopping and visitor destination, as a means of boosting the local economy, re-establishing the market which was granted a charter in 1309.









### 3.1 Introduction

It is clear that there are a number of positive moves that can be made to enhance the centre of Chudleigh. It is also clear that there is widespread support within the local community to see change occur.

An important role of this project is to develop the ideas that have already been generated by the community in order that we can better understand how they might be delivered.

This section of the report considers initial concept ideas for a shared space in the town centre which were developed as part of the Chudleigh Community Master Plan. It also summarises initial concepts which have been developed by the project design team and which begin to examine some of the key design issues.



Chudleigh Town Centre Draft Scheme - Area identified as the potential new civic space (© TDC 2010)

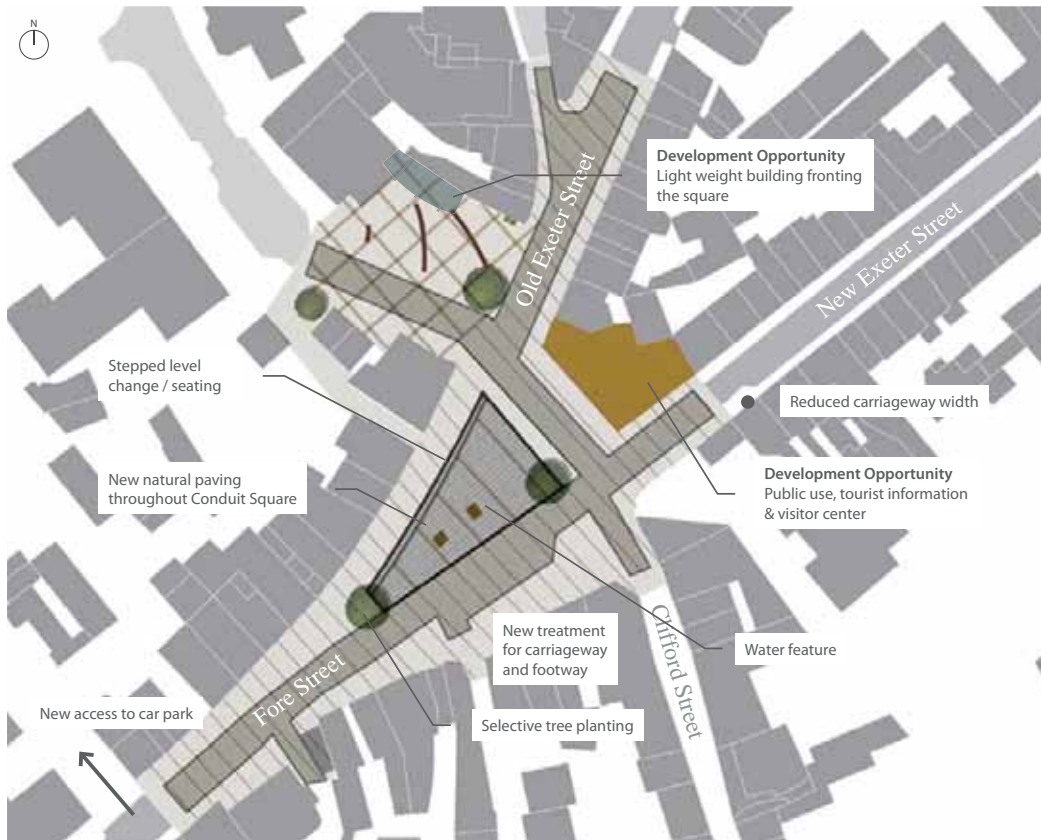
### 3.2 The original concept

Initial concept ideas for a town centre shared space and civic square were prepared and consulted upon in 2011;

The concept was strongly supported and identified as a priority project for delivering the Vision for Chudleigh. The Town Council fully supports the proposal.

Key Objectives include:

- A museum and arts centre
- A place with variety in shops and restaurants
- Chudleigh promoted as a gateway to the Haldon Hills
- More parking at a convenient place
- More sensitive measures to control traffic
- 20mph through the town
- More litter bins
- Removal of overhead wires
- A range of open spaces for all
- More street trees and greening of streets
- Make the town centre more Pedestrian friendly - shared space or wider footpaths
- Cater for those with special needs including those with visual impairment and disability / mobility issues



Option 1 - Concept proposed for Community Consultation presented in April

### 3.3 Developing the concept

The project design team began the process of developing the initial concept by preparing some ideas and identifying precedents to illustrate them. These ideas were presented at the initial Stakeholder workshop on the 30th April 2012 and were intended to draw out specific issues and therefore inform more detailed design proposals.

Following on from this workshop more detailed designs were prepared for the public exhibition which took place on Saturday 26th May. The static exhibition remained in Chudleigh for 3 weeks and was presented to meetings of Chudleigh Town Council and Chudleigh Business Guild, to which all town centre traders were invited.

These Public and Stakeholder engagement events have helped to refine design ideas by providing a basis for better understanding the balance of key constraints and opportunities.

#### Stakeholder Workshop Concept (30 April 2012)

Two concept ideas were prepared based upon the ideas of shared surface space generated in the community masterplan.

#### Option One

Illustrates a predominantly paved town square, feature street trees are proposed and the setting to the War Memorial and Obelisk is enhanced. The objective is to provide a strong sense of

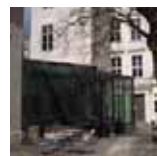
pedestrian priority by use of high quality natural paving. The distinction between carriageway and pedestrian areas would be intentionally blurred in order to reduce vehicle speeds. The overall effect would be to establish a single well composed and predominately urban public realm which can function flexibly.

Precedents illustrate the potential for high quality robust detailing and the role that contemporary street furniture, art, water features, lighting and tree planting might play in creating a dignified enhanced environment.

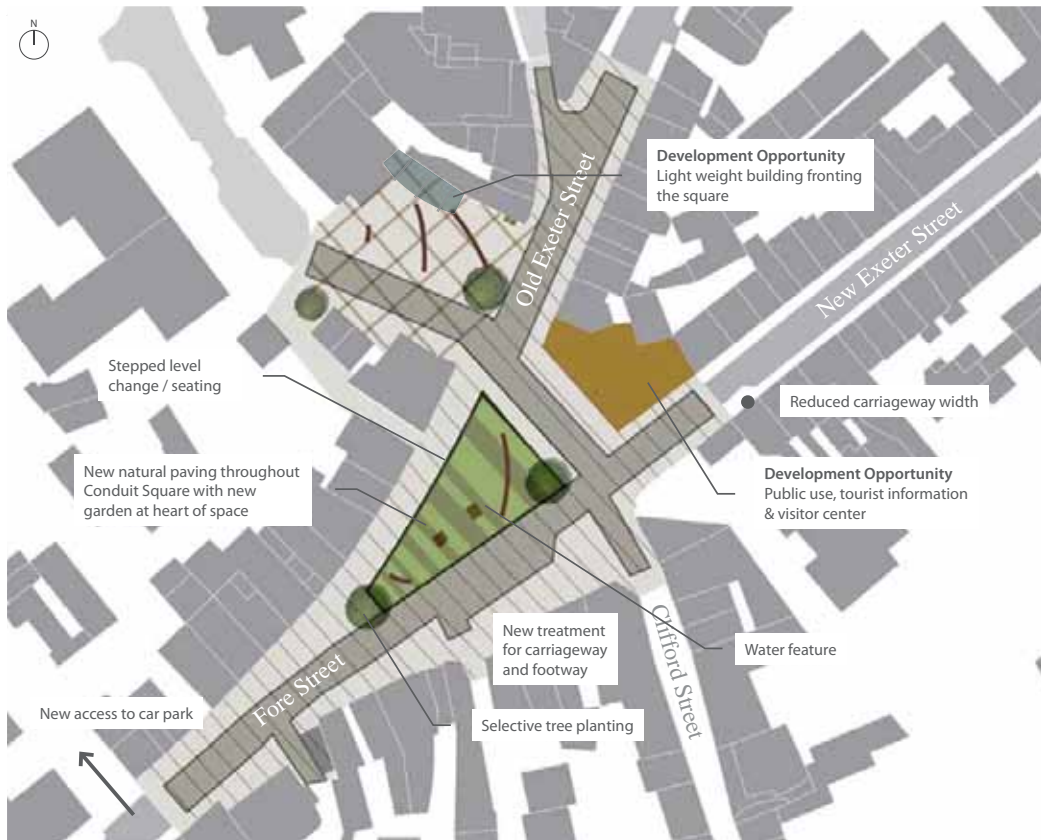
The concept layout also illustrates the potential of increasing the size of Conduit Square by changing the alignment of the gap site on the east side of the space through sensitive redevelopment.

The concept reduces the carriageway width on Fore Street; closes the route on the north side of Conduit Square to through traffic; alters the function of Fore Street; reduces the carriageway width to Market Way and suggests the opportunity of creating a new access / egress to the town car parks west of the square the objective of this being to take some pressure off the new civic space.

An important overall goal is to integrate Conduit and Town Hall Squares by design, thereby







Option 2 - Concept proposed for Community Consultation presented in April 2012.

### 3.3 Developing the concept

#### Option Two - Greening the space

This option is identical in most respects to option one. The principal difference is that a suggestion is made for 'greening' the centre of Conduit Square. This proposal would be combined with a shared surface concept but introduces a softer appearance bringing the distinct landscape/countryside setting of Chudleigh into the heart of the town.

Precedents illustrate contemporary public realm solutions which are urban in character. This option would establish a quite different character from option one or that which exists at the moment.





### 3.3 Developing the concept

#### Public Exhibition Concept

The Public Exhibition concept (pages 44-45) develops the initial ideas presented to the stakeholder group and begins to explore some more detailed design issues and practicalities. The concept illustrates a shared surface space with identified car parking and reduced carriageway areas. The design objectives of establishing pedestrian priority throughout the spaces is maintained as are the other earlier concepts.

Following on from this initial presentation more detailed designs were prepared for the public exhibition which took place on Saturday 26th May. The static exhibition then remained in the town hall for a further 3 weeks in order to provide local people with an additional opportunity to view the proposals and provide their comments on them. During this period the project team met with the Town Council to discuss the proposals and receive feedback. The Business Guild also arranged a special meeting, to which town centre traders were invited, where the team were able to explain the proposals, respond to questions and listen to new ideas.

Street tree planting is proposed including a feature tree for both squares and tree planting on the south side of the main square. The setting of the monuments is enhanced and

stepped seating is proposed to deal with the level change on the north side of the space. Market Way is reduced in width to establish a better setting for the Town Hall.

Two different options are identified for redevelopment of the gap site on the east side of the square.

The Exhibition illustrated precedents to show different aspects of the concept, as well as inspirations which might be drawn upon in the scheme design. Important issues to consider in the design of shared space were also identified.



Option 2 - Square building frontage allows for a larger area of public realm and a simplified road network.

### 3.3 Developing the concept

#### Option 1 with parallel parking

1. Proposed building improvement to the Town Hall. Contemporary glass frontage.
2. Proposed ornamental planting and seating to the edge of the Town Square.
3. Proposed Town Square. To be a high quality, flexible space to allow for market and other community events.
4. Proposed specimen tree - Copper Beech. (Uplighting potential)
5. Proposed bus interchange. To become an integral component of the Town Square design.
6. Proposed loading bay to Market Way.
7. Proposed building and development opportunity. Extent of site to be reviewed.
8. Proposed specimen tree - Tulip tree. (Uplighting potential)
9. Existing obelisk and war memorial retained. To become part of an improved stepped paving area with bespoke text detail.
10. Proposed short term parking bay (6 spaces in total)
11. Proposed street trees and seating on Fore Street.
12. Proposed pedestrian area with flexible vehicle loading area to service adjacent businesses.
13. Proposed new access point into car park to reduce pressure on existing access.
14. Natural stone granite setts to area for cars. To be in a robust finish.
15. Natural stone granite paving. To be diamond cut in a contemporary unit size.
16. Natural stone steps.
17. Access maintained
18. Ramp to demarcate change in surface treatment and level change.









## Background

Chisleigh  
Sightbridge Town and Village Project

Both the Chisleigh Parish Plan and Chisleigh Community Masterplan have identified a dual aspiration to create a more attractive town centre for residents, visitors and businesses. These plans contain proposals for the creation of high quality town squares 'shared space' for pedestrians and cyclists.

Sightbridge has been working with members of your local community and consultants SNC Architecture & Urbanism to prepare a draft design for how your town centre could look in the future.

The consultants carried out a workshop with representatives from the community in April. The gathered information on a range of issues and explored people's ideas for enhancing streets, public management and other improvements. The comments and ideas received at the workshop have now been included in the draft design proposals.

### The brief

The project team has been asked to prepare a town centre enhancement proposal, building upon work already undertaken by the community. When feedback has been received from local people the project team will look to review the scheme design. In order to inform this review a corridor report will be prepared which relates recommendations to the design, transport and other related issues. This will be followed by a public display of the report.

The work will form the basis for exploring sources of funding.

### Shared space for Conduit & Town Hall Square



### Next steps

We are keen for local people to have their say on what they think about the proposals. We would be grateful if you complete this short questionnaire or, alternatively you can complete it online at [www.sightbridge.org.uk/towncentre](http://www.sightbridge.org.uk/towncentre)

Following the exhibition on Saturday 20<sup>th</sup> May 2012, a display will remain in the Town Hall until Friday 25<sup>th</sup> June 2012. During this time we would welcome your comments and suggestions.

Please send your comments or requests for further information to:  
Freepost 16000  
Sightbridge, Chisleigh  
Town Centre Enhancement Project

Sightbridge District Council  
25, Cornhill  
Barnstaple  
TQ2 4BP

All comments must be received by 8.30pm on 25 June 2012

Email  
[Freepost@sightbridge.org.uk](mailto:Freepost@sightbridge.org.uk)

Facebook  
[www.facebook.com/PlanSightbridge](http://www.facebook.com/PlanSightbridge)

Website  
[www.sightbridge.org.uk/towncentre](http://www.sightbridge.org.uk/towncentre)  
Telephone  
(01262) 215 741

## Context

### Initial impressions...

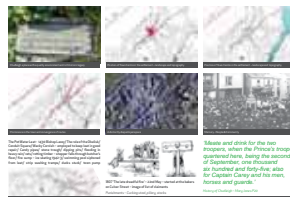
there are many issues to bear in mind in considering the design of the square.



## Context

### Inspirations for public realm design

The inspirations are...

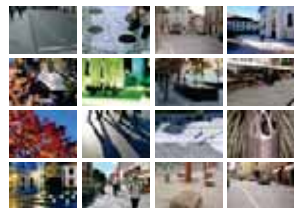


## Issues

### A shared surface space

- Positive pedestrian priority
- Reduction in traffic speeds
- Quality and attractive environment
- Basis for designing simple and elegant street
- Flexible space
- Concept relies on quite large forms of people
- Can be conflicts for people with special needs
- Management of car parking can be difficult
- Elemental trial and error in design approach
- Popular with some / controversial with others
- Servicing still needs to be maintained
- Loss of kerbs and other traditional street details

### A Vision for Chudleigh



## Proposals



## 4.1 Introduction

The recommendations in section 5.0 of this report have been developed out of talking to people in Chudleigh in order to understand their aspirations and concerns. The proposal for enhancing the centre of town will have a significant impact on residents and business owners. It is important that the implications of the final scheme are fully understood.

As a result of responses to the Parish Plan and the Community Masterplan people's views on the subject are to some extent well known. This project has enabled us to identify issues at a more detailed level and therefore have regard to them in our recommendations. Through stakeholder workshops, feedback from the public exhibition, primary school workshops, discussions with the Town Council and the Business Guild along with other meetings and workshops many key issues have been discussed and debated.

The ongoing work will require further community involvement which will include future opportunities to get involved.



Images of the work produced at the primary school workshops

## 4.2 Chudleigh Primary School Consultation

During May the project team visited Chudleigh Primary School and met the School Council. The pupils took part in a workshop with the theme of "How would you like to make Chudleigh Town Centre better?"

The children worked in groups to identify what they think is good and bad about the town centre, as well as proposals for improvements which included safer crossing points, reduced traffic speed, pedestrian only areas, improved meeting places and public spaces, new bus stops and a bus shelter outside of the town hall and parking restrictions.

The team was really impressed with the enthusiasm that the children showed for the project, along with their knowledge of the town and their excellent ideas. It is hoped that this can be built upon and that the school could have further involvement in the project. For example there may be an opportunity for pupils, along with other young members of the community, to input into the detailed design to influence and contribute to how the final scheme looks, functions and meets their needs.

### Responses from the workshop:

"How would you like to make Chudleigh Town Centre better?"

Chatting area

Repaving

Drop kerbs

Winding shelter (retractable)

Fountain

Flower beds

Trees

Re-turfing

Scooter and bike rack

Play park

Better public toilets

Safer cycling

Cafe

### How we got the kids involved:



What's special about the town centre?



How do you get to school / to the town centre?



What don't you like about the town centre?



What do you like about the town centre?

## 4.2 A summary of key issues

This section includes a summary of the views gathered during the community consultation on the initial ideas/draft proposals for the town. These are split into three groups, identifying what people liked, were concerned about and what their ideas to do things differently were.

The consultation revealed a wide range of views, with these sometimes conflicting. The design team have considered the comments and sought to reflect them where practical, appropriate and technically feasible. In addition to informing the current project the comments gathered provide an overview of the opinions and ideas that have been expressed by the community at this time. There will be further stages in the project to develop the town centre enhancements further and these comments can also be used to help inform this.

### What do you like about the proposals?

- Natural stone slab and setts
- Street seating
- Short term parking
- Safe route to school
- New entrance to the car park
- Reduction in traffic
- Ornamental tree planting
- Contemporary glass frontage
- Improved loading bays
- Removal of vehicles
- Increased areas for pedestrians
- Possibility of a street café
- Retained disabled parking
- Discouragement of high traffic speeds
- A more social environment

- Enhancement for the market and community activities
- Retention of War Memorial and Obelisk and enhancement of the area
- Enhanced appearance
- Building on the site to the north west of the square
- Will add to value of properties in the area
- Would make Chudleigh a more desirable location

### What concerns you about the proposals?

- Trees obstructing vision of drivers
- Loss of disabled car parking
- Loss of parking for elderly outside shops
- Poor existing access to car park
- Proposal to open up new access to the car park
- Loss of parking on Old Exeter Street
- Need review of paid car parking facilities
- Loss of original features
- Could be too urban
- Existing issues with utilities mains/serviced to address (including undergrounding of cables) before commencement
- Safety implications of removing pedestrian crossings
- Proposed changes to on-street parking numbers
- Speed restrictions on Fore Street
- Large tree specimens
- Tree roots damaging buildings
- Bus interchange outside town hall
- Loss of existing green area and development of the site
- Materials to be safe for elderly/visually impaired etc – trip hazards
- Pedestrian safety, including for elderly, visually impaired, children and disabled
- Danger of shared spaces
- Not enough pedestrians to make shared surface work
- Pedestrianisation of area outside Chudleigh DIY
- Loss of pedestrian crossings
- Seating close to parking areas
- Access to properties on the north side of Fore Street (including Mews Cottage)
- Impact of maintenance by utilities companies and general wear and tear
- Maintenance of planting and seating
- Ability for agricultural vehicles and articulated lorries to pass through the town
- How lorries will be able to access co-op and school buses be able to access Market Walk
- Proposal for two loading bays on Market Walk to service one shop
- Loss of flexible vehicle loading areas
- Pedestrian/driver safety within the flexible loading areas outside Harveys
- Relocation of bus stop beyond the junction on old Exeter Street blocking sight lines from junctions
- Light pollution from up-lighting
- Need a Health and Safety Audit
- History of Devon bank on the proposed car park access
- Falls on paving need to be better designed to aid drainage to stop shops flooding
- Proposed glass front to town hall

- Will be enormous expense with little or no benefit for residents and businesses
- Improvements will not attract new businesses
- Proposals will not help the viability or sustainability of the town centre and could jeopardise town centre businesses who rely on passing trade
- Chudleigh is not a tourist destination
- Difficult to create a Mediterranean style town centre with our climate
- Impact of contemporary design on existing historic character
- Whether proposals warrant investment in period of financial uncertainty
- Ongoing cost of maintenance
- Whether shared space will work in this country
- Need to be undertaken as a single project
- Need to consider access to Chudleigh Town Hall during an emergency, such as adverse winter weather

- Changes that will result in gradient and road level changes that would worsen the difficulty of negotiating the junction with Market Way in icy conditions
- Potential noise nuisance at night from people using new seating
- Concern that the perceived traffic problems do not exist
- Out of keeping with historic nature of the town
- Might not be enough room for the market to fit with new seating and planting
- Impact of paths of buses and delivery lorries on the area
- Need to restrict parking on the shared surface area

#### Is there anything that you would do differently?

- Consider using local materials such as Ashburton stone
- Consider using coloured paving
- Re-use existing kerb stones
- Echelon parking instead of parallel
- Glass façade on Town Hall to be replaced with elegant stairs
- Could accommodate a large marquee for general market and events
- 15 to 20 mph speed limit
- Exclude through traffic
- Provide lay-bys for buses to prevent traffic queues
- First 30 minutes to 1 hour of parking should be free during working hours
- Free parking either all week or at least at weekend to help traders
- Move trees up towards Clifford Street

- Leave it as it is
- Use native tree species
- Materials used should maintain Chudleigh's character
- Don't uplight trees
- Need more information about new lighting
- Decent bus shelters and somewhere to sit
- More short term parking spaces
- Ban parking from the town square
- Provide parking concessions to local people
- Parking restrictions need to be enforced
- Alterations need to encourage more people to come to Chudleigh
- Don't make parking more difficult
- Provide a south bound sign on A38 to encourage heavy traffic to use southerly exit and bypass Chudleigh
- Grants to help home/business owners decorate frontages on Fore Street
- Make basic improvements along Fore Street and give some support to businesses; repairing and improving pavements, updating the street lighting and improving street furniture and planting
- Loading bay outside co-op should have locked bollards to prevent short-stay parking
- More pedestrian crossings
- Decrease traffic noise from A38
- Spend money instead on giving business rate discounts to retailers for 5 years
- Create communal space in existing garden area identified for development
- Need to maintain servicing/loading for shops such as the DIY store
- Glass roof to whole of forecourt outside of the town hall
- Proposals should extend along Fore Street to the entrance to the church
- Alleyway between chemist and vets also needs to be smartened up
- Provide further information to the public and carry out additional consultation/discussion
- Include a covered area for school children waiting for the bus









Artist's Impression looking along Fore Street

## 5.1 Introduction

This section of the report presents the findings of the design team in the form of recommendations. These are intended to provide guidance to the County, District and Town Councils and the local community in relation to delivery.

A concept proposal is illustrated. This has been developed by balancing key issues – including those, where appropriate, that were raised during the Stakeholder and Community Engagement stages of the project. The scheme has been designed in mind of public realm quality, transport issues, practicalities of use (ensuring the proposal is robust), has a long life and that the costs of delivery are understood.

### Design Options

The preferred concept scheme seeks to create a composite town square for the heart of Chudleigh. Two variations are shown. One which illustrates a building at the back of pavement on the gap site to the east of Conduit Square and one which reduces the developed area of this site thereby increasing the size of the central space.

The site to the east of Conduit Square at the junction of Old and New Exeter Streets is currently in use as a private garden and parking area in association with an adjacent property. The area has been developed in the past, with a bank and the former Lion Inn occupying the site. In the early 1960's these buildings reputedly became structurally unsafe. This led to their demolition.

The Chudleigh Conservation Area Character Appraisal and Conservation Area Management Plan recognise that this is a prominent site within Conduit Square and that the vista looking north east today lacks both focus and enclosure mainly due to the loss of buildings here. Both the Appraisal and Management Plan highlight that the site may present an opportunity for development to enhance the character and appearance of the Conservation Area.



Former Lion Inn at junction of Old and New Exeter Streets, Conduit Square end 19th Century  
(A Chudleigh Collection, © Obelisk Publications 1994)



Final Option 1

## 5.2 Design Options

### Option 1 - corner building occupying entire plot

1. Proposed Town Square. To be a high quality, flexible space to allow for market and other community events.
2. Existing obelisk and war memorial retained. To become part of an improved stepped paving area with bespoke text detail - Further consideration of all issues related to the memorial will be required.
3. Proposed pedestrian area with flexible vehicle loading area to service adjacent businesses.
4. Proposed ornamental planting and seating to the edge of the Town Square.
5. Proposed specimen tree. (Uplighting potential)
6. Proposed bus bay. To become an integral component of the Town Square design.
7. Proposed loading bay to Market Way and parking. ( 2 additional short term spaces)
8. Proposed building and development opportunity. Extent of site to be reviewed. Respond to views from Market Way and Fore Street.
9. Proposed specimen tree. (Uplighting potential)
10. Proposed short term parking bay. 7 plus 1 disabled (Existing 6)
11. Proposed street trees, seating and lighting on Fore Street.
12. Proposed new access point into car park to reduce pressure on existing access.
13. Natural stone setts to area for cars. To be in a robust finish.
14. Natural stone paving. To be diamond cut in a contemporary unit size.
15. Natural stone steps.
16. Access maintained.
17. Ramp to demarcate change in surface treatment and level change.
18. Disabled spaces retained
19. Re-located bus stops.
20. Enhancement to the alley way linking Conduit Square and Market Way.
21. Consider extending enhancements to the entrance of Market Way Car Park.
22. Proposed building improvement to the Town Hall. Possible sensitive alterations to enclose the existing fire escape.



Echelon parking detail, options include echelon or end on



Simplified seating around the monument



Detail at the Town Square, a simple and flexible space



Photograph looking along Fore Street



Artist's Impression looking along Fore Street

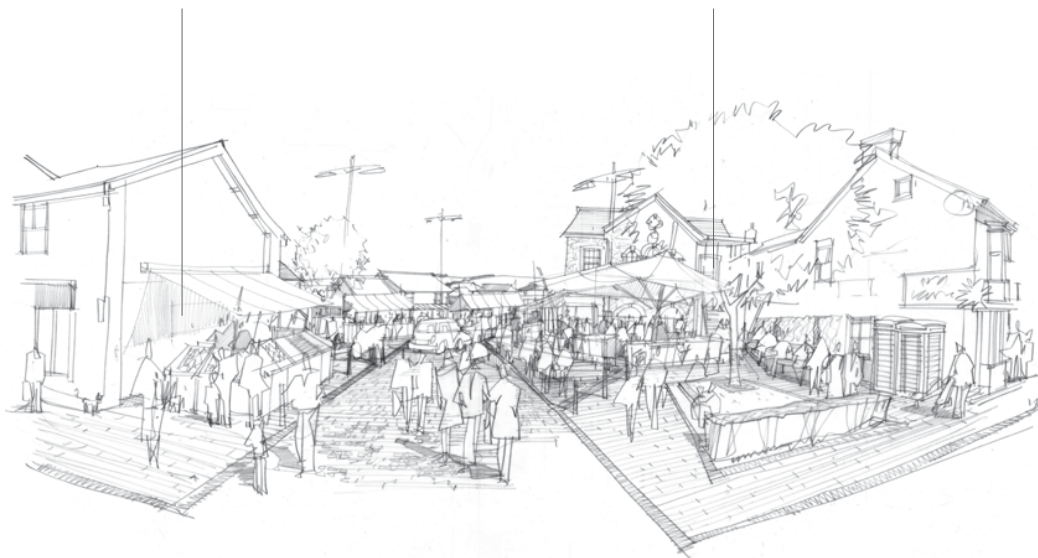




Photograph looking along Market Way

The blank elevation fronting onto Market Way could be improved by introducing a new shop front into the ground floor.

Proposed building improvement to the Town Hall. Contemporary glass frontage. Possible sensitive alterations to enclose the existing fire escape.



Artist's Impression looking along Market Way



Final Option 2

## 5.2 Design Options

### Option 2 - reduced site coverage of the corner building and increase the size of Conduit Square

1. Proposed Town Square. To be a high quality, flexible space to allow for market and other community events.
2. Existing obelisk and war memorial retained. To become part of an improved stepped paving area with bespoke text detail - Further consideration of all issues related to the memorial will be required.
3. Proposed pedestrian area with flexible vehicle loading area to service adjacent businesses.
4. Proposed ornamental planting and seating to the edge of the Town Square.
5. Proposed specimen tree. (Uplighting potential)
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14. Natural stone paving. To be diamond cut in a contemporary unit size.
15. Natural stone steps.
16. Access maintained.
17. Ramp to demarcate change in surface treatment and level change.
18. Disabled spaces retained
19. Re-located bus stops.
20. Enhancement to the alley way linking Conduit Square and Market Way.
21. Consider extending enhancements to the entrance of Market Way Car Park.
22. Proposed building improvement to the Town Hall. Possible sensitive alterations to enclose the existing fire escape.



Paving detail and on street echelon parking bays



Detail around the monument seating area



Detail at the Town Square



Echelon parking detail



Detail at the Town Square

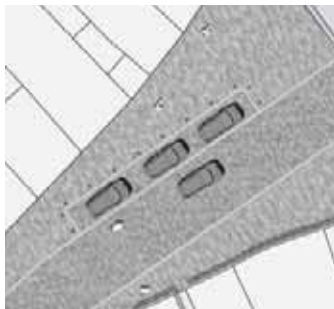


Detail around the monument seating area





Retained service access



Relocated of Parallel Parking



Traffic calming entrance to shared surface

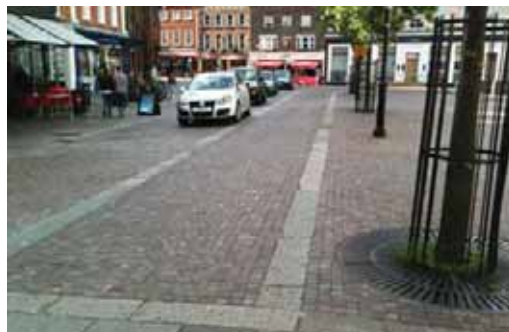
## Case Studies

It is important that the treatment of the centre of Chudleigh is designed so that it is locally distinctive and that issues particular to the Conduit and Town Hall Squares are properly addressed. Notwithstanding this, the concept of 'shared space' in the United Kingdom is still relatively new, albeit becoming more common place. With this in mind, it is important that lessons are learned from the experiences of others. The following short case studies illustrate how new paving treatments/'shared surfaces' have been introduced in sensitive historic environments elsewhere. We recommend that the project design team visit other successful places and learn from those who have implemented schemes of enhancement.



### Market Square, Newbury

The Market Square in Newbury is a good example of a modern shared surface space in a sensitive historic setting. Repaving in natural setts and flags has been designed simply to allow pedestrian priority over vehicles. The space is designed to cater for parking, through traffic and servicing of business premises. Parking spaces and a carriageway are demarcated using flush kerb stones.





### Castle Square, Caernarfon

The successful enhancement of a large public space at the heart of Caernarfon demonstrates the regenerative benefits of such projects. The scheme has the benefit of substantially improving the image of the place and establishing a new civic quality. The space allows everyday life to continue and is designed flexibly so that it is possible to use it for a number of purposes.



### Ponte De Lima, Northern Portugal

The repaving of streets in Ponte De Lima has had a huge impact on the quality of the town. The enhancement scheme here is not a true 'shared surface' but does illustrate how investment in the public realm can improve the appearance of a town. Whilst the rules are different to those in the UK there are still lessons to learn with regard to the importance of quality and attention to detail.



## 5.3 An overview of Design Considerations

### Recommendations

#### A. Public Realm Design

**i Shared Space:** The scheme of enhancement should be designed as a shared space in line with clear aspirations of the local community. The objectives should be to create a stunning public realm which achieves pedestrian priority and significantly reduces the speed of vehicles.

**ii Shared Surface Considerations:** Guidance about issues to be aware of in design of shared surface streets and spaces is set out in the manual for streets (DFT). The main benefits identified in the document are:

- Improving the built environment;
- Giving people freedom of movement rather than instruction and control;
- Improving the ambience of place;
- Enhancing social capital;
- Enhancing the economic vitality of places and;
- Safety.

**iii Comprehensive Approach:** Ideally the scheme should be implemented in its entirety to ensure that a consistent scheme is secured throughout the central area. If funding does not permit this then sensible phasing should be established between Conduit Square and the area adjacent to the Town Hall.

**iv Natural Paving:** The scheme will be an important phase in the life of Chudleigh. It is critical that it stands the test of time. Attention should be given to conservation in this regard. It is also recommended that high quality and durable natural stone is used in paving throughout. This will ensure that the enhancement work has the potential to last a very long time. As a general rule of thumb the design team recommend against the use of man made reconstituted products. Ideally locally sourced materials should be used.

**vi Natural Paving and the importance of detail:** To achieve a public realm design, benefitting the sensitivity of its setting, attention to detail in paving will be critical. Choice of materials, colour and selection of paving unit sizes, edges, details, laying patterns and methods, joining as well as the overall composition and juxtaposition of paving blocks, flags and setts will be very important. Attention to detailed design in paving will be the difference, between a scheme which is quite bland and one

which is rich, textured, vibrant and a delight. Appropriate granite is suggested as a principal paving material. This may vary in colour to accentuate different aspects of the public realm composition.

**vi Street Furniture:** The choice and design of seating, bollards (where they are absolutely necessary) lighting, tree grilles, drainage channels, steps, planters etc. will all be important to the overall quality of the new space. Whilst these do not necessarily need to be bespoke they do need to be of a suitable quality so that they are aesthetically suitable and robust in design. Street furniture design should be co-ordinated.

**vii Street Artwork:** In order to add a layer of richness and interest, artwork can be incorporated subtly into the design of the street. This might for example be prose or images integrated into paving, seats, steps or other items of street furniture.

**viii Street Trees:** Street trees are proposed in order to soften and provide accent features. Species should be selected carefully with an eye to size and suitability when planted and when mature. An opportunity exists to introduce up lighting of the trees and The Obelisk.

Adjacent to the War Memorial and to parking, clear stem species will ensure site lines are not unduly restricted. The position of trees will need to bear in mind the position of underground utilities.

**ix Bespoke seating:** an opportunity exists to provide a new long bench adjacent to the Town Hall this would provide a positive edge to the square combined with structured ornamental planting.

Steps are proposed to overcome the change in level on the north side of Conduit Square. The role of the steps will double as a place to sit.

**x Designing for the market:** The shared surface concept is flexible by design. Features should be incorporated, including access to initiatives in order to support the market throughout the operation of central Chudleigh area. The ability to incorporate a simple canvas shelter should also be examined. Provision should also be made for power sockets as appropriate.

## B. Transportation Issues

**i Shared Surface space:** The DFT research project on shared space has identified a number of key issues that the Town Council and partners should be aware of from a transport perspective:

- There is a need to take a comprehensive approach to the design of shared space schemes, with clear objectives as to what the scheme is meant to achieve;
- Establishing a multidisciplinary team at an early stage in scheme development is important;
- There is a need for close and continued engagement with interested parties, including groups representing vulnerable users;
- Achieving vehicle speed of under 20 mph is likely to be important to achieving the full potential benefit of schemes;
- It may be necessary to consider traffic network design to manage the flow of vehicles such that pedestrians are willing to use the space as intended;
- Schemes need to be designed in three dimensions, as vertical features and cross sections can influence driver speed;
- Shared Space schemes seem likely to be most effective when they provide a comprehensive redesign of the space – just adding or removing specific design features without regard to context or integration of other design elements is unlikely to be satisfactory;
- Transition zones or gateway treatments can be useful for indicating to motorists that they are entering a place where they need to drive at low speed and with caution, and for encouraging them to adjust their behaviour prior to encountering significant numbers of pedestrians;
- Tactile features for blind or partially sighted people are required to enable them to navigate the space;
- Control of parking needs to be considered in level surface schemes;
- With level surfaces designing for drainage needs particular care because of the lack of conventional carriageway cross falls and kerbs; and
- Providing surfaces in contrasting tones can assist partially-sighted pedestrians in orientating themselves within a street, however colour fading, dirt, wet weather, low light etc. may affect the level of contrast.

**ii Minimising clutter:** a characteristic of many shared space schemes is the minimal use of traffic signs, road markings and other traffic management features. Motorists are encouraged to recognise the space as being different from a typical road and react by driving more slowly.

**iii Level Surface:** Some shared space schemes feature a level surface. In these cases, kerbs are omitted and there is no level difference between pedestrians and vehicles. This is not an absolute requirement but is desirable if it can be achieved.

In historically sensitive environments, creating a level surface may result in the loss of significant features such as kerb lines and creating surfaces with historic contrasting stone may be visually intrusive. English Heritages' streets for All: Practical Case Study 6: Tactile paving, illustrates how natural materials can be used to achieve contrast in sensitive areas.

**iv Restricted Vehicle Access:** The shared surface design seeks to achieve pedestrian priority throughout. Within this approach some areas of space will be accessible to vehicles and other areas will not.

The design of these areas will limit vehicle speeds. This will be the case for Fore Street, old Exeter Street and Market Way. At present there is unrestricted access to the north of Conduit Square. It is recommended that this is stopped, but the ability for retailers to service their premises on the north side of the square should be maintained.

**v Car Parking:** Car parking currently exists in the square. This supports businesses and adds to the vitality of the place. It is proposed to increase the number of spaces to improve this and to enhance the ability to manage car speeds. A level of parking is suggested which would not be detrimental to the quality of space.

The existing provision for disabled parking spaces should be maintained.

**vi A New Access to the Town Car Park:** All vehicles accessing the town's car park and associated amenities access along Market Way. This creates a pressure at certain times. This may be eased if an alternative access/egress could be secured. This may be possible to the west of the square. This possibility should be explored further.

**vii Loading and Servicing:** The shared space has been designed to ensure that all servicing to businesses is maintained in an informal way. This is balanced with the objective of maintaining pedestrian priority.

**viii Buses:** The role of buses in the centre of town is important in connecting Chudleigh Town Centre to other places and vice versa. Buses would need to comply with new transport measures in the same way that other vehicles do. Provision is made for buses to stop at Fore

Street and Market Way. The same applies to school buses.

**ix Safety Audit:** The detailed scheme design would need to be the subject of a safety audit before implementation and after. The ability to make adjustments to the scheme following completion would be sensible.

**x Drainage:** At the detailed design stage levels and drainage should be reviewed throughout the central area. There is a recurring issue of flooding on the north side of Conduit Square. An opportunity would exist to improve this situation through implementation of an appropriately designed scheme.

### C. Practicalities

**i Utilities:** a number of people have raised the issue of underground utilities and the potential constraint that these may present to construction and in relation to ongoing maintenance.

Liaison with utility providers will be crucial at the detailed stage of the project as will a thorough scan to identify locations. From this the constraints on the scheme design can be better understood.

**ii Maintenance:** A full maintenance regime should be prepared for soft and hard landscape. Tree species, soft planting, paving and street furniture choices should be made with an eye to longevity and minimising maintenance liabilities.

**iii Structural Integrity of Buildings:** A structural/civil engineer should be part of the detailed design team in order to overview the structural integrity of the scheme and its relationship to surrounding properties. The issue of the structural suitability of building key stone has been identified anecdotally as a potential issue – this should be reviewed.

#### D. Other opportunities to enhance the Town Centre

##### i Gap site on East side of Conduit Square

This is an important and prominent site in private ownership. A sensitively designed building here could enhance the appearance of the central area. The possibility also exists to increase the size of the public space subject to the position of a new building line on the site.

It is recommended that a simple building design brief is prepared for the site. Ideally this should be carried out in liaison with the property owner.

##### ii Lloyds Pharmacy Building

This building occupies a prominent location at the junction of Market Way and Old Exeter Street. The elevation to Market Way is currently blank. The introduction of a glazed shop front here would create an improved lead in to Market Way.

##### iii Building face Lift Scheme

Historic buildings in the central area of Chudleigh would benefit from repair and enhancement. A grant scheme which supports owners in undertaking works might help to stimulate improvements. This would be important in complementing proposed public realm works but could also be implemented in isolation.

##### iv Shop Front and Signage

A similar scheme to enhance historic shop fronts and reduce signage clutter on buildings would also help in improving the appearance of the street scene. A grant scheme combined with the application of the Advertisement Regulations is a tried and tested approach. A simple shop front design guide for businesses would assist this process.

##### v De cluttering Highway Signage

An important characteristic of the shared surface approach is that highway signage and other highway management paraphernalia

are reduced to a minimum. This should be an important objective of the detailed design brief.

##### vi Overhead Telecom Wires

Undergrounding of overhead wires would bring about a positive visual improvement for the town. This should remain as an important objective. Undergrounding of overhead wires would bring about a positive visual improvement for the town. This should remain as an important objective. The total cost of this work for Fore Street has been estimated at £69,000, with Western Power Distribution recently agreeing to meet half of this cost.

##### vii Wider traffic calming

Opportunities exist to undertake further traffic calming measures within the town centre in order to compliment the proposed works to the squares. These need to be reviewed with Devon County Council in further details but might include; other traffic calming measures along Fore Street and entrance gateway at Old Way junction.

## 5.4 An overview of project costs

In order to inform the delivery of the project and ensure that it is well placed in relation to funding bids and opportunities the preferred scheme illustrated in this section (5.0) of the report has been costed.

Taking accounts of site clearance; new paving; hard and soft landscaping; site work; preliminaries (12%); Professional Fees (12%); Surveys; and a 10% project contingency the total capital fee for construction has been estimated to be in the region of £700,000 excluding VAT.

In order that the project can be phased if necessary, the fees have been sub-divided into two construction phases.

### Phase 1

Conduit Square  
£430,000 excluding VAT

### Phase 2

Town Hall and Marekt Way area  
£270,000 excluding VAT

These figures have been calculated by Hills Quantity Surveyors during July 2012.



### Notes

1. The estimate has been prepared from LHC proposals document (no drawing numbers).
2. The specification and scope of works is as indicated within the cost breakdown.
3. Costs are based on a competitive fixed price contract at current rates.
4. Rates include main contractors overheads and profit.
5. Additional cost of Option 1 in Phase One works including extra site clearance and public space = £20,000.
6. All costs exclude VAT.

## Project Cost Summary

Description	Phase 1	Phase 2	Total Cost
Site Clearance	£29,222.00	£8,148.00	£37,370.00
New Kerbs and Paving	£230,130.00	£89,265.00	£319,395.00
Hard and Soft Landscaping	£14,325.00	£15,750.00	£30,075.00
Site Work	£35,750.00	£78,750.00	£114,500.00
Preliminaries @12 %	£309,427.00 £37,131.24	£191,913.00 £23,029.56	£501,340.00 £60,160.80
Construction Cost Estimate	£346,558.24	£214,942.56	£561,500.80
Professional fees (full design, PM, QS, CDM-C @12%)	£41,586.99	£25,793.11	£67,380.10
Surveys (Services, topographical, drainage, etc)	£3,000.00	£1,500.00	£4,500.00
Projects Contingency @10%	£391,145.23 £39,114.52	£242,235.67 £ 24,223.57	£ 633,380.90 £ 63,338.09
Project Cost Estimate	£430,259.75	£266,459.23	£696,718.99







## Next Steps

This report has been prepared to assist the local community in moving on from the work already undertaken in the preparation of the Parish Plan in 2009, initial concept proposals for shared space in 2010 and the Community Masterplan in 2011. The report seeks to provide guidance for the community on how to achieve the delivery of an enhanced town centre in the future.

The purpose of the work is to set a framework within which the local community can make things happen. The report provides a concept proposal to identify what might be possible in design terms, costings which give an idea of the kind of budget that would be required to achieve delivery and a series of recommendations which set out important considerations for the community to take account of.

Perhaps the first step in moving the project forward is to establish a dedicated team of people in the locality with responsibility for the project. In Chudleigh, due to the commitment and passion of individuals from the local community, a town centre project group has been working, under the auspices of the Town Council, to take forward the community aspirations in respect of the town centre, as expressed through the preparation of the Parish Plan and the Community Masterplan.

With the completion of this design study, the town council has decided that it will at the scheme forward with the assistance of a town centre advisory committee. That committee will include representatives from a number of key stakeholder groups, including the town centre project group.

Another important role of this report is to improve the ability of the town to secure funding for delivery. Whilst there is not a guarantee of funding, the town can use the work and the clear support of the local community, to move the project forward. In this regard, it is proposed to establish a community interest company which, among other tasks, will investigate possible ways of funding elements of the scheme in addition to those suggested below. Support for the project will also be identified in the emerging Teignbridge District Council Local Plan which will provide a sound strategic basis for making the project happen.

In order to improve the foundation for securing funding, the Town Centre advisory committee might consider building a stronger consensus for the project across the community. Whilst the outcomes of consultation point to widespread support for a new 'shared surface' enhancement scheme, some in the community still have concerns – albeit many of these concerns can be addressed at the detailed design stage. This

might be achieved in a number of ways but may involve a local vote for example? It will be critically important that close liaison continues with residents and businesses directly affected by the project. Liaison should be in relation to the detailed design and the detail and phasing of construction.

It might also be useful to understand more specifically how tangible socio-economic benefits to Chudleigh might be achieved through delivery of the project. This might place the town in a better position to secure funding in competition with other settlements. Whilst there is an increasing body of evidence within the UK which points to the regenerative benefits of successful public realm design and enhancement, the case for Chudleigh may be improved by identifying specific socio-economic deliverables that would be associated with the delivery of the project.

There are a number of potential funding opportunities and different funders will have different requirements and objectives which will need to be borne in mind by the Town Council. It would be simplest if funding can be secured by using the principles that have been established in this report. Some funders may however require a more detailed proposal. When the time is right the town will need to appoint a project management and design team

to guide them through the implementation of the scheme and establish a detailed design which has widespread support and ensures that all necessary approvals are in place. It is recommended that a project risk register is developed and that necessary liaison continues between the Town Council, Teignbridge District Council, Chudleigh Town Council and Devon County Council. Ideally detailed design work will not be necessary until funding has been secured.

Potential sources of funding include:

- The Community Infrastructure Levy (CIL)
- Section 106 contributions from related development in the town
- Devon County Council Capital Programme Budgets
- Teignbridge District Council Capital Programme Budgets
- Chudleigh Town Council Budgets
- The Heritage Lottery Fund
- English Heritage Funding sources
- Market Town funding initiatives

- Other funding programmes that may emerge into the future

The opportunity exists to create a step change in the fortunes of Chudleigh through investment into the centre of town for the benefit of businesses and residents alike. There is a strong will and drive in the town to see this happen and it is hoped that this report and the processes which have supported it will enable a significant step towards delivery.







## Transport

During the consultation and stakeholder engagement events, concerns were raised over the movement of large vehicles through Conduit Square with the proposed alignment.

The diagrams opposite illustrate the swept paths of a 9.8m bus accessing Market Way from Fore Street.

These drawings have been produced by PCL Transport.



Dennis Enviro 200 9.8m bus, vehicle swept path outbound



Dennis Enviro 200 9.8m bus, vehicle swept path inbound



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