

90/CU19

90/S2/MOD

90/CU1-CU6/MOD

90/CU7-CU12

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90/9V

From: Local Plan Review
Subject: FW: Cullompton Local Plan response
Attachments: Av7 2017 update MDDC Local Plan Response.doc

90/S5/MOD

90/S3/MOD

90/DM24

From: Judy Morris
Sent: 13 February 2017 16:27
To: Local Plan Review
Cc: Adrian Welsh
Subject: Cullompton Local Plan response

90/S7/MOD

90/S6/MOD

Hi

90/S8

Please find attached Cullompton's Local Plan response. If you have any queries or require a hard copy then please get back to me.

Kind regards

90/S9

Judy Morris

90/S27/MOD



Town Clerk: Mrs Judy Morris

The Town Hall, 1 High Street, CULLOMPTON, Devon, EX15 1AB

www.cullomptontowncouncil.gov.uk

To: Mid Devon District Council, Forward Planning

Re: Cullompton Town Council: Response to Local Plan Consultation 2017

Date: 13 February 2017

1. PREFACE AND KEY CONCLUSIONS

In August 2013 Cullompton Town Council (CTC) wrote a report to MDDC as part of a MDDC Local Plan consultation. In March 2014 CTC wrote a further report to MDDC reference the MDDC Local Plan. In 2015 CTC again wrote to MDDC regarding the Local Plan. In February 2017 Cullompton Town Council writes again to MDDC regarding the revised MDDC Local Plan.

Cullompton Town Council, in principle, is supportive of the major growth planned for Cullompton, provided that the core road infrastructure is put in place before any additional houses are built. CTC voted to support the Jct 27 proposals as they see that development as contributing to local employment. However the Council is concerned about the extra pressure the development will put on roads, schools, health facilities and shops.

Cullompton Town Council has been preparing a Neighbourhood Plan in parallel to the MDDC Local Plan. The progress of the Neighbourhood Plan was halted because MDDC was redrafting the Local Plan, mostly in relation to Junction 27 but also other amendments.

Cullompton Town Council is very pleased to see that MDDC has taken note of the Neighbourhood Plan policies and where necessary has included some small policy changes in the Local Plan to accord with the policies in the Cullompton Neighbourhood Plan.

Cullompton Town Council remains committed to obtaining the key infrastructure of roads, M5 Junction 28 improvements, a town centre relief road and a railway and bus station. The council is also committed to the substantial improvement, upgrading and creation of new sports and leisure facilities to enable and support the Healthy Living agenda.

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However, the biggest priorities for Cullompton is to get a Town Centre Relief Road, new bridges over the M5 and a major upgrade to M5 junction 28 in order to:

- Resolve local traffic chaos;
- improve air quality in the town and
- improve M5 access for the Kingsmill Business Park.

These road improvements and upgrades **MUST** be delivered before any further development takes place.

Cullompton Town Council welcomes (2017) policy S11 (p52) for Cullompton.

This policy indicates an increase in housing, for Cullompton, acknowledgement of the flooding issues affecting development, It is particularly helpful to see in para 2.66 the statement that when the M5 is closed M5 traffic flows through Cullompton and this needs sorting out.

Policy S11 Cullompton p52.

Cullompton will develop as a fast growing market town with a strategic role in the hierarchy of settlements in Mid Devon. The town will become the strategic focus of new development reflecting its accessibility, economic potential and environmental capacity. This strategy will improve access to housing through urban extensions and expanded employment opportunities. There will be significant improvements to the town's infrastructure and connectivity, including the reopening of the railway station, and improved services for its population and nearby rural areas. Proposals will provide for approximately 3,930~~3,600~~ dwellings, of which 1,100~~900~~ will be affordable, and 73,500~~77,000~~ gross square metres of commercial floor space over the plan period.

The expanded policy on Cullompton acknowledges some of the issues previously identified by CTC.

The detailed policies on Cullompton go from page 85 to page 116 They cover policies

Policy CU1 (p 88), Cu2,Cu 3, Cu 4, Cu5, Cu6, Cu7, Cu8, Cu9, Cu10, Cu11, Cu12, Cu 13, Cu 14, Cu15 , Cu 16, Cu 17,Cu18, Cu 19, Cu 20, and Cu21 on page 116

Major Conclusions:

2017 Cullompton major strategic focus p11

P23 Cullompton 3,930 houses up from 3,600 cully provide 50% of MDDC needs

P28 Cullompton commercial provision space reduced from 65,000 sqm to 57,000

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- It is clear that Cullompton will continue to grow as a market town. The overall position of CTC is that the proposed growth of Cullompton over the next twenty years is to be seen as a positive move.
- MDDC Local plan p11 indicates Cullompton will be the major strategic focus
- MDDC Local Plan p 23 indicates that in phase 1 some 3,930 houses will be provided in Cullompton representing 50% of the MDDC need.
- P28 Cullompton notes the reduction in commercial provision from 65,00 sqm down to 57,000 sqm. The Council assumes that this reflects the new expansion at Junction 27. Previously CTC has argued that the industrial and commercial floor space in Cullompton is not enough. CTC believes that additional commercial/retail floor space should be allocated at Cullompton rather than decreasing it.
- There are a number of additional proposals and issues relating to leisure, green space funding, land and infrastructure that CTC considers should be incorporated into the Local Plan
- A second section of Swallow Way has been constructed within the Knowle Lane development. The road is intended as part of the key distributor road from Exeter Road through the NW Extension to Willand Road but it is not fit for purpose as it is too narrow for HGV's and double decker buses.

For this reason CTC has very serious concerns about the design of the road in the NW Extension. This road is intended to relieve the town centre of traffic and must be fit for purpose.

- The MDDC Local Plan increases the number of houses to be occupied in the NW extension from 300 to 500 before a new distributor road is completed from Willand Road to Tiverton Road. This means that there is the potential for another 1,000 cars to be using Cullompton's current highway infrastructure. The Local Plan does not commit to getting the NW Extension Road built within two years nor does it provide for pedestrian walking / cycling routes to be completed early in this development. This is of great concern to CTC.
- **M5 Jct. 27.** With the expansion of the facilities at Junction 27, there will be an increase in traffic travelling through Cullompton putting more strain on existing roads that are already unable to cope. Highways England has twice put a moratorium on housebuilding due to problems with road capacities and the MDDC Local Plan needs to be clearer about how these issues will be resolved.

2. BACKGROUND

MDDC evidence shows that the population of Mid Devon increased by more than the national average in the past 15 years. Cullompton has continued to grow at a rate above the national average. Evidence from house builders is that Cullompton remains a popular location for selling houses.

Therefore with the ongoing expansion of Cullompton it becomes very important that MDDC considers the provision of other facilities to improve the town. Increased and expanded retail, improved local commerce and business, the bringing in of new office employment and the rapid development of the Cullompton Business Park.

However a key issue is to provide the right facilities for existing business, particularly in the business parks. Providing enough units for companies to expand into and a road infrastructure that allows excellent access to the M5.

In addition, due to its proximity to the M5 Cullompton business needs substantial access to super-fast high speed high capacity broadband.

Cullompton could obtain major commercial benefits to being on the M5 corridor and more commercial retail floor space should be allocated in the Local Plan.

MDDC Local Plan p11 (2017)

Cullompton

In the medium to long term, the market town of Cullompton will become the strategic focus of new development, reflecting its accessibility, economic potential and environmental capacity.

Development will be targeted to:

- *Provide sustainable urban extensions containing a mix of fit for purpose homes, businesses, local shopping and other services and sustainable transport links*
- *Provide enhancements to the town centre through additional investment, traffic and transport improvements and environmental enhancements to provide a significant boost to its vitality and viability, provide for a better range of retail and other uses and a significantly improved visitor environment*
- *Develop any remaining underused brownfield sites within the town*
- *Protect and enhance the key*

NEIGHBOURHOOD PLAN SURVEY FINDINGS

Neighbourhood Plan Evidence Base Summary Conclusions (Provisional)	Sustainability Objectives (Provisional)
<p>Natural & Rural Environment</p> <ul style="list-style-type: none"> • Cullompton’s natural environment may not be of the highest status, in terms of statutory designations, but the open and natural environment surrounding the town of Cullompton is special • Protecting and enhancing the natural environment is important • The viability needs of the farming community must be understood and planned for • Public rights of way need protecting and enhancing and making accessible • Local green space should be a cherished facility and existing green space should be developed and improved • Flood risk is increasing and presents a significant constraint to future development 	<p>Sustainability Objectives (Provisional)</p> <ul style="list-style-type: none"> • Preserve and enhance sensitive or locally valued elements of landscape and heritage • Increase access to these landscapes and heritage without harming their overall value • Foster good care of local soil by encouraging traditional uses. Increase access to local food and/or the means to produce it • Maintain water supply and quality • Encourage a reduction in water usage • Preserve and enhance local natural drainage features • Preserve and enhance the biodiversity of the local area by managing existing areas sensitively and providing opportunities for new flora and fauna to thrive • Build natural ponds to attract wildlife and act as increased water storage during flooding
<p>Built Environment & Heritage</p> <ul style="list-style-type: none"> • The town’s heritage and historic environment is recognised although not fully appreciated • The need to conserve and protect the value of the historic core must be balanced against the economic well-being of the town centre • Air quality remains a detrimental factor that requires mitigation • The motor vehicle is a major impediment to town centre improvements 	<p>Sustainability Objectives (Provisional)</p> <ul style="list-style-type: none"> • Be sensitive to the design context of various areas in Cullompton or where appropriate promote characteristic new design • Improve the quality of Cullompton’s air • Reduce emissions generally and minimise exposure of local people to emissions • Improve local usage and/or access to renewable energy sources, in both the private home and public domain
<p>People & Housing</p> <ul style="list-style-type: none"> • Local housing need is not understood • The local housing market needs more understanding • A thorough review of potential 	<p>Sustainability Objectives (Provisional)</p> <ul style="list-style-type: none"> • Enable local residents of all social and economic backgrounds to access a range of appropriate high quality housing

housing development sites and their impact needs to be undertaken	<ul style="list-style-type: none"> • Increase the choice of housing
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Local Economy	Sustainability Objectives (Provisional)
<ul style="list-style-type: none"> • Cullompton and its local economy needs a major boost • Many working residents commute to work • There is a need for more local better quality employment opportunities • Not enough local people regularly use the town centre services and facilities • New supermarkets have impacted on the town centre • More and better employment sites need to be made available 	<ul style="list-style-type: none"> • Promote economic growth that will benefit the local populace in the form of local jobs or services • Be appropriate in type, location and timing with respect to the above • Enable the growth of existing businesses whilst providing opportunities for a range of new ones • Contribute to an overall improvement in the skill of the workforce in Cullompton • Enable the core of the town to thrive as both an economic and social centre
Highways, Transport & Travel	Sustainability Objectives (Provisional)
<ul style="list-style-type: none"> • Traffic in town is a major nuisance • Parking in and around the town centre is inadequate • Servicing arrangements for town centre businesses needs improvement • Most households use their car for most journeys, local and distant • The willingness of the local community to use alternative modes, if they were available, is uncertain • Cycle routes need improving and extending • The highway network must be made fit for purpose • Junction 28 of the M5 must be improved 	<ul style="list-style-type: none"> • Create a more visitor and pedestrian friendly town centre • Encourage and facilitate greater non-car use for trips • Maintain a good quality and adequate public transport service • Improve motorway junction to support development and growth • Develop a more effective and efficient highway network
Leisure & Lifestyle	Sustainability Objectives (Provisional)
<ul style="list-style-type: none"> • Indoor community facilities in Cullompton are first class and offer huge potential • The needs of young people need to be better understood and planned for • Local schools and health providers need to be involved in planning for growth 	<ul style="list-style-type: none"> • Ensure the town retains or improves upon its supply of schools, community facilities and transport • Ensure community and leisure facilities are easily accessible for all members of the population • Increase opportunities for healthy

<ul style="list-style-type: none"> Better quality public open spaces and recreation facilities are needed 	recreation and leisure pursuits
Our Community	Sustainability Objectives (Provisional)
<ul style="list-style-type: none"> Cullompton is a good place to live, work and do business There is localised deprivation Local crime is not a big issue Cullompton needs a more positive image that engenders local pride and attracts inward investment 	<ul style="list-style-type: none"> Enhance the identity of new and existing communities (distinct areas or groups within Cullompton) and encourage the integration between these Reduce the opportunities for crime or anti-social behaviour

Consultations directly related to the MDDC Consultation Plan

The Cullompton Neighbourhood Plan has held public consultations, workshops, questionnaire surveys, focus group surveys to gain public opinion. Some of these key findings are shown below.

Do you agree or disagree on these important issues?	Agree	Disagree
We need a railway station	86.7%	13.3%
We should encourage more business and commercial development	87.7%	12.4%
Cullompton needs a relief road	84.9%	15.1%
The motor vehicle should be far less dominant in our town	78.9%	21.1%
We need more cycle routes	77.4%	22.6%
We need a better motorway junction	73.4%	26.6%
Wind and solar farm developments are necessary and acceptable	66.3%	33.7%
We need more car parks	56.7%	43.3%
We need better bus services	53.4%	46.6%
More out of town retail developments are acceptable	45.1%	54.9%

- Both a relief road and better motorway junctions are a very high priority for the Cullompton community, as is inward investment of business, offices and retail.
- The community would like a relief road for the town centre, more cycle routes, a railway station and a bus terminus.
- A long term objective is for the Cullompton High Street to become one way from the Manor Hotel to the library with short term parking in front of the shops as in Tiverton and Topsham.
- The retail option response is interesting because Mole Valley Farmers which is located on the Honiton Road in East Cullompton was considered not to be “OUT OF TOWN”.

3. DETAILED RESPONSES

MDDC Policy S1-5: Sustainable Development, Development Priorities, Amount and Distribution of Development & Housing

CTC in principle supports the policies of policy S1. (2017)

In particular paragraph 2.17 on p31 states

2.17 It is a legal requirement that Local Plans contribute to the achievement of sustainable development. The Council will work in partnership with town and parish councils and other public bodies to ensure that all new development reinforces and delivers sustainable communities in line with guiding principles set out in Policy S1, which correspond to the vision and strategy for the district.

Cullompton Town Council requests that due to the extensive housebuilding in Cullompton and now the Garden Village which is not within the Local Plan that MDDC planning considers how to organise regular meeting between MDDC planners and CTC to monitor planning applications in both the short and long term.

CTC is particularly supportive of statements f, I and J on p31.

f) Supporting high quality communications infrastructure by supporting the expansion of telecommunications and high speed broadband throughout Mid Devon;

i) Promoting healthy communities through the delivery of social, educational, recreational and cultural facilities and services, access to high quality open space, public rights of way, recreational trails and accessible land, and opportunities for sport and recreation and the designation of Local Green Space;

j) Meeting the challenge of climate change by supporting a low carbon future, energy efficiency, increasing the use and supply of renewable and low carbon energy, managing flood risk and conserving natural resources.

The Neighbourhood Plan has policies supporting the use of solar panels and other renewables. There are national examples of houses with the correct wiring and meters for importing and exporting electricity to and from the national Grid. E.g. Barnsley South Yorkshire January 2017. CTC would therefore like to see MDDC condition all new houses in Cullompton to be similarly wired. Particularly the North West Extension, East Cullompton and the Garden Village in East Cullompton.

Cullompton Town Council has its own polices on sports and leisure, play parks and cycle paths. It expects MDDC planners to pay attention to these documents, which express local opinion, when working with all developers. Too often CTC submits written responses which are filed by MDDC and then ignored.

It is good to see the MDDC policy focussing on the long term growth to the East of Cullompton, which Cullompton Town Council voted in support of in 2013 and 2014.
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Particularly as the Cullompton Garden Village has been successful in obtaining funding for up to 5,000 houses in East Cullompton. This includes the existing allocation of 1,750 houses within the MDDC local Plan.

P30 2017 policy s1 long term growth to east of Cullompton

Build strong economy prosperous rural economy

Sustainable transport

High quality communications infrastructure

Good suitable housing design

- I) healthy communities PROW + recreational trails (key added in)*
- II) climate change low carbon renewable energy*

2.17 MDDC work in partnership with town and parish councils reinforce all new developments meet sustainable policies

A. General Comments:

The principles set out under sustainable development policies are supported by CTC. A key element for Cullompton is;

Building a strong competitive economy through access to education, training and jobs, the creation of new enterprise, economic regeneration and flexibility of uses to respond to changing circumstances."

The above statement is very important to Cullompton. CTC believes Cullompton has a key location on the M5 corridor and major economic expansion is possible. It would encourage MDDC and DCC to actively work to help Cullompton *"build a strong, competitive economy"*.

- CTC disagrees with the reduction in commercial floor space in Cullompton. It believes that the development at Jct. 27 and the Exeter and the Greater Exeter Strategic Plan will increase the commercial attractiveness of Cullompton. The allocation of commercial floor space should be substantially increased to make best use of these opportunities.

"Cullompton is the second largest settlement in the district, but is close to and has less economic importance than nearby Tiverton. Cullompton has a good supply of readily available employment land with access to the M5 at Junction 28."

CTC would wish to see both MDDC and DCC make more use of Junction 28 and the opportunities it offers to benefit the town and the town hinterland. They would also like the current Highway England restrictions on Junction 28 that stop commercial development reviewed so that commercial development can take place.

DCC had made it quite clear in their meeting with CTC that there will be no additional M5 junction (i.e. a possible J28A).

Policy S2.

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CTC acknowledges the need for more housing in MD and the part that Cullompton will play in delivering this. It believes that at the current rate of house building most of the sites to the West of Cullompton will be completed by 2026 and that the expansion along the A373 Honiton Road is a sensible and logical next step. The Garden Village funding should be used to bring forward new infrastructure to enable to completion of the NW Extension.

MDDC indicate the need for 7,860 new houses across Mid Devon with Cullompton providing 50% at 3,903. support this provided the key infrastructure, cycle routes, sport and leisure facilities, cycle routes, rail station and bus station are also brought forward.

CTC notes the MDDC comment that there is a funding shortfall on infrastructure and that MDDC will seek additional funding. Presumably the Garden Village funding will help.

CTC welcomes the inclusion of self-build plots within housing allocations and the option to vary affordable housing if this makes sites unviable. There are some brownfield sites in Cullompton that could come forward if this variation was explored in more depth.

CTC notes that the local NHS has data that shows Cullompton has one of the fastest growing aging populations in the UK. Therefore there is a need for more bungalows and retirement complexes. These bungalows and complexes should be located within short walking distances of new shops and community facilities.

CTC are pleased to see in the public open space extra allocation for teenagers, this has long been a neglected area and can contribute to anti-social behaviour.

(MDDC plan p39)

<u>Type of open space</u>	<u>Quantity standard (hectare per 1000 population square metres per dwelling)</u>	<u>Access standard</u>
Allotments	0.256	300 metres or 6-7 minutes' walk time
Amenity green space	1.023.5	300 metres or 6-7 minutes' walk time
Parks, sport and recreation grounds	1.5035 include both public and private grounds (excluding education sites)	600 metres or 12-13 minutes' walk time
Play space (children)	0.061.5	300 metres or 6-7 minutes' walk time
Youth space	0.020.5	600 metres or 12-13

Policy S5 public open space

Pleased to see improvements in public open space especially small increase for teenagers MUGAs

New Housing Developments MDDC policy S2, S3, S4

CT requests that they are fully involved in master planning and infrastructure plans as these progress.

CTC notes that all major development in Cullompton will be subject to S106 and not CIL. CTC would therefore strongly request that it is fully involved in all S106 discussions before these are finalised. CTC has a long list of projects that it would want to come forward. These important local projects may not, currently, be part of the MDDC planning agenda.

CTC asks that MDDC Local Plan takes full note of a wide range of DISABILITY planning documents and takes account of these documents at the planning stage and does not leave these matters to its Building Regulation Department.

- The RNIB produce a comprehensive Book – Building Sight – ISBN 1-85878-074-8
- The Design Council produce a “Wheelchair Accessible Housing Guide”
- Natural England and the FieldFare trust produce detailed guidance on disabled access.
- There are a variety of documents advising on dementia friendly buildings
- The Guide Dogs for the Blind also produce documents relating to safe streets for people with guide dogs.

Recent research indicates that residential streets with no pavements are unsuitable for the elderly, partially hearing, partial sighted, guide dogs and those with dementia as there is no clear defined pathway for them to use. The result is that such persons become afraid to go out, remain in their homes and call more on care services.

Similarly houses without front gardens or yards are inappropriate as residents need to step out of their front door into a quiet safe space where they can orient themselves. If they step straight out onto a pavement this is not possible and they can feel insecure.

The Local (Cullompton NHS) indicates that Cullompton has the fastest growing elderly population of anywhere in England at present. This means that there will be specific needs for Cullompton, as discussed above the need to be considered. This includes provision of more bungalows, old people complexes and retirement complexes. These should be located close to shops and community facilities and avoid steep hill walks.

The Cullompton experience has been that small-scale, piece meal development has not brought the appropriate additional infrastructure to the town. ***One advantage of larger-scale, long term development is that it will bring in much needed infrastructure, and can be planned for in the short medium and long term.***

Currently Highways England has placed restrictions on Junction 28 which stop housing and commercial development. This restriction of development is counter to DCC policies on economic development and MDDC aims to build a strong competitive economy. (MDDC Policies). CTC request that MDDC and DCC take urgent action to resolve the highway problems so that development can move forward. As new building progresses further funding will come to DCC and MDDC. So short term expense will be supported by longer term finance from houses completed.

The long-term agreement of housing on the West up to 2026 and on the East from 2026 to 2033 should enable Junction 28 and other road network improvements to be put in place. In addition a clear long term development plan to 2033 will encourage developers, of housing, commerce, office and retail to invest in Cullompton, particularly due to the M5 corridor effect. Furthermore, such long term development will benefit Cullompton in the provision of infrastructure (for example, by SW Water, DCC, internet and phone communications groups, schools, transport – cycle paths, buses and trains)

MDDC Policy S5 Open Space

CTC's policy is to request that on all new development, small play parks with limited equipment are replaced with larger play areas suitable for all ages. This should include such things as climbing boulders, swings for teenagers, 5 a side football areas and special fenced areas specifically for dog walking.

CTC requests that the various MDDC planning and other departments work closely with CTC to ensure that these parks and leisure facilities reflect local need.

The Cullompton Neighbourhood Plan intends to allocate land for a swimming pool within the NW Extension. This is not within the MDDC (2017) Local Plan but is a core aim for the town.

The Cullompton Neighbourhood Plan also indicates a wish for a countryside park of about 114 acres within the East Cullompton / Garden Village development. This could be partly located in the flood land alongside the River Culm. A model for the Countryside Park is Stover Countryside Park near Newton Abbot offering, woodland walks, river walks, lakes, amenities, car parking etc. This would be considered a major new amenity for Cullompton to balance the extensive housing. This specific project is not referenced within the MDDC Local Plan.

The Cullompton Neighbourhood Plan also shows a need for a substantial sports zone in East Cullompton to support, rugby club, cricket club, shooting range, hockey, tennis and water

sports with appropriate parking, club houses and amenities. Again this is seen as a critical sport facility which would be in addition to the countryside park. CTC asks that MDDC is pro-active in supporting this.

Sports England has indicated that they need to see sight of a current MDDC playing pitch strategy that supports the MDDC 2017 Local Plan. CTC asks MDDC to update its playing pitch strategy so that it supports the housing expansion set out in the MDDC 2017 Local Plan.

The MDDC policy S5 Open Space provides many opportunities for Cullompton. The Town already has a network of public footpaths and walks and a series of public walks leaflets. However, it also has a number of projects ripe for future development. CTC recommends that, rather than create lots of small new open space areas as identified in policy S5, that housing developer funding is used to improve and enhance current amenity areas such as the CCA fields, improve footpaths by removing stiles and steps and making all PROW public footpaths wheelchair accessible.

CTC voted to request that the PROW footpath in the NW Extension was re-routed to avoid the primary school and run through the new community orchard. It wishes to remind MDDC of that request as that level of detail is not within the MDDC Local Plan.

CTC has long requested a public cycle path from Cullompton to join the National Sustrans cycle Route 2 at Willand. There is the opportunity to achieve this through East Cullompton with such a cycle route running in proximity to the River Culm through the countryside park and into Willand. This would provide many health and recreational benefits in line with the national Health Living agenda.

A. Leisure Facilities:

CTC would remind MDDC that following its survey of public open spaces in the town in 2012 it formulated the following policy: To focus on the development of better larger play spaces rather than lots of smaller ones which quickly fall into disuse. These were presented to MDDC in the “Provision of Leisure Facilities in Cullompton” (May 2013) Leisure facilities document.

In this document, CTC put forward the following suggestions:

- To substantially expand leisure facilities in Cullompton to bring the town up to a similar standard as Tiverton and Crediton.
- To use all the Meadow Lane land owned by Mid Devon for leisure development connected to the Leisure Centre and for this area to act as a focal point for the 12 plus age group.
- That these leisure facilities should include tennis courts, climbing walls, Multi-Use Games Area (MUGA), fitness studios etc.
- Identified the Linear Park in the North of Cullompton, the Upcott Field in the centre of Cullompton and the Knightswood Park in the south as core play parks to receive investment and upgrading

- Cullompton has several leaflets promoting local walks, most of these walks are inaccessible to wheelchair users, and it would be helpful to develop some of these existing walks into wheelchair accessible walks as per Devon County Council and Natural England and fieldfare guidance.
- To develop a new cycle route from Cullompton that connects with the National Cycle Route 3 in Willand, enabling locals and tourists to access the wide range of Devon Cycle trails.

The proposal put to the NW extension developers to consider doing a land swap with MDDC Housing who own the land on Meadow Lane so that it can be developed solely for leisure would benefit the leisure centre, the secondary school and the community.

CTC requests that MDDC actively pursues this land planning swap, and incorporates the Meadow Lane land into the MDDC Local Plan for recreational use only (e.g. tennis courts, flood-lit MUGA etc.).

If the Meadow Lane land is used to build extra classrooms for the secondary school then MDDC actively search for suitable land close to the Culm Valley Leisure Centre to provide extra outdoor sports facilities.

It may well be that as the NW extension develops further large play areas, incorporating play parks and football pitches or an all-weather MUGA would need to be developed. The Honiton Road may need similar development.

B. Cullompton Community Association (32 acre) Public Fields:

The Cullompton Community Association 32 acres of public open space is central to Cullompton as a growing town and yet remains under-developed. There is no reason why housing developer green space funding cannot be used to fund improvements to this site. CTC wish to see this option included in the MDDC Local Plan.

In 2014 DCC Highways produced a report showing a variety of relief road routes through the CCA fields including a new bridge over the M5 and creation of Junction 28A. The Local Plan does not indicate what mitigation factors it would put in place if this relief road takes place.

Nor does the local plan discuss its methods of relocating the cricket club and other clubs affected by the relief road to alternative land. This is of concern as it will take 5 years to develop a cricket pitch to meet the Cricket Boards regulations. Therefore MDDC needs an early plan for relocating and an early plan for providing alternative sports land.

The 32 acres of the CCA fields are in the flood plain. They are regularly flooded, even in summer the water table is so high that the grassland remains boggy. It is an ideal site for improvement as a nature and environmental area, with ponds, and many better public is well used by the public.

The CCA has plans and maps for the development of the 32 acres of fields. Options include creating small ponds to attract wildlife, creating more walkways, perhaps a DCC style accessible circular route. Perhaps a fitness trim track that allows joggers and others to get fit using a fitness circuit. Such trim tracks exist in other parks, e.g. Ferry Meadows Peterborough. Housing Developer green space funding could contribute to bringing these improvements to the CCA fields, making a really excellent countryside park, with ponds to feed the ducks, more walks and seating, raised flower beds and an extensive range of environmental planting with fruit trees and bushes to attract wildlife. This would be a very good use of housing developer led green space funding.

The key dilemma is the Eastern Relief Road and the route it will take. However if the aim is to make the CCA an excellent local park then this can work in conjunction with the Eastern Relief Road project, and developer led funds be set aside for this use.

C. Other green spaces:

(i) Woodmill Hospital in Cullompton has many wheelchair-based patients who make use of the sports facilities at Culm Valley Leisure Centre to improve fitness. However, this group is barred from the beautiful countryside around Cullompton because the footpaths are not accessible by wheelchairs. CTC requests that S106 offsite project funding is set aside for upgrading many of the local walks, in discussion with the DCC footpath warden, to make them wheelchair accessible as per the natural England and Field Fare guidance documents.

(ii) The River Walk from Honiton Road to Old Hill is beautiful, passing alongside the banks of the River Culm. If several housing developer's green space funding were used to improve this walk removing stiles and steps, replacing them with ramps and wheelchair accessible gates this would be a major improvement to existing green space rather than creating new ones. For example the developer of the Cummings Nursery site could substantially improve the public footpath that goes from Honiton Road to Old Hill, removing stiles and steps replacing these with wheelchair accessible gates and ramps. This substantial upgrading of an existing "green space" amenity would be better than creating a new small play park for the local houses as there is already an existing play park. Previous developers in discussion with the Town Council indicated a willingness to improve this walk. CTC encourages MDDC and the new developers to support this programme and write such support into the MDDC Local Plan.

(iii) Water meadows along Millennium Way. These are lovely water meadows, often underwater and separated from Millennium Way by a high bank. There is an opportunity to build a multipurpose public walkway/cycle route below the bank, away from the road from Station Road to Willand Road. This would create a new green space in an area that is of no use for housing because of the flooding, but is scenically attractive.

This land is not in the MDDC Local Plan for development, but we would wish it included as a potential green space development, funded by housing developer funds.

(iv) Goblin Lane is an existing public right of way. It has several good view points from the hills above the town. Goblin Lane is within the North West Extension building programme. There are great opportunities to create a good, tarmac, landscaped, multi-use accessible footpaths with benches and viewpoints. This would make good use of the S6 Green Space Policy, and be a more creative way to provide recreational space within that development.

Previous housing developments provided small play parks, MDDC is now trying to decommission many of these play parks in Cullompton as the high cost of maintenance and repairs makes them untenable. Therefore a more creative use of green space policy to improve and make wheelchair accessible footpaths around the town as per the DCC footpath guidelines would be of more long term “green space” benefit to the community. The charity, Countryside Mobility, works closely with DCC to advise on improving accessible footpaths. There is no reason why MDDC cannot involve these agencies in using the green space policy to improve and make accessible the many footpaths around Cullompton, working with the housing developers.

In summary, MDDC and DCC and house developers have substantial opportunities to improve the CCA fields, footpaths, viewpoints and recreation areas rather than create new ones. These improvements could also link with the Healthy Living agenda .

These priority issues are not currently addressed in the MDDC local Plan and CTC would like them included.

D. An additional potential multi-use Open Space:

The field next to Tesco is not identified in the MDDC plan for development. It is only identified as CU14 Eastern Relief Road. The potential uses for this site are:

- Eastern Relief Road
- Cycle route
- Bus station (see S9 response)
- New medium sized retail shops (see S8 response)
- New road link from Eastern Relief Road into Longbridge Meadow Industrial Estate enabling the entrance beside the Weary Traveller to be closed. (Longbridge Meadow is indicated as a potential railway Station site, so to locate a bus station in the same area is a sensible planning option.)

CTC would like this piece of land added to the available building land in the MDDC plan, to cater for the options above.

Policy s6 2017 MDDC

P42 employment

Reduced employment at NW Cullompton but east Cullompton remains the same

MDDC 2017 Policy S6 &S7: Employment and Town Centre

CTC welcomes the improvements in commercial floor space. CTC supports the aims of generating more offices, industry, storage and distribution.

However too often Cullompton has been neglected . Currently the South Molton business park is substantially bigger than Cullompton, yet the town is much smaller.

There are many items that cannot be purchased in Cullompton and residents are required to go to Exeter, Taunton or Tiverton rather than shop in Cullompton. CTC argues that there needs to be a substantial expansion of many of these facilities within the town. Whilst the MDDC Local Plan promotes these issues CTC has on-going concern that these business developments will not be brought to Cullompton.

Policy S7 (p44).

Discuss key infrastructure and traffic management.

CTC welcome this within the Local Plan. CTC points out that the issues for infrastructure, roads, bridges, flood prevention, etc. are considerable in Cullompton. These need to be resolved before any housing development takes place.

The MDDC policies refer to the potential of developing the M5 corridor at Cullompton as a location for economic growth. *“Improvements to rail links and good connections between jobs and homes were considered important.”*

P42 town centres 2017 policy s7

Support town centres

Traffic management in cully

East cully retail & leisure

CTC supports this view. It would like to see substantial economic growth around Junction 28, The Kingsmill Industrial Estate, the Cullompton Business Park, and larger retail spaces possibly near Tesco.

A. Job Creation in Cullompton:

The following bullet points emphasise a coherent plan to increase employment opportunities in Cullompton:

- Increase of land for industrial estates.
- Increase of land for new retail outlets.
- Improve and simplify planning for retail businesses within the core of the town.
- Market Cullompton as a place to attract inward investment.
- Expand the broadband fibre computer connection to the Industrial estates and hinterland of Cullompton.
- Attract new businesses and new shops.
- Promote tourism /leisure in the local area, stressing for example that within 10 minutes' walk of the Cullompton Town Centre there are fishing lakes, bowls, rugby,

football, and cricket and rifle clubs. As well as many pleasant walks through hills and along the river.

- Look at developing the Culm River valley with proper walkways to attract tourists and locals.

B. Retail:

CTC believes currently empty premises in the High Street could be filled with additional restaurants, art and craft, “niche market” shops. However, whilst every effort is made to attract shops into Cullompton High Street, many of these premises are small and have problems loading and unloading goods. There are many gaps in the shopping experience in Cullompton that fall into this bracket (e.g. clothing, stationary, electrical retailers, phone shops, garden centres, and car sales/repair).

With a growing population, CTC believe there is a need for medium sized retail outlets in another Cullompton location, perhaps in the NW Extension and or East Cullompton. Tavistock (Devon) and Wadebridge (Cornwall) have made developments to enhance the smaller retail experience.



This picture is of a new shop development at Wadebridge in Cornwall. The white shop at the end is a large café restaurant. The café draws footfall. The shops along the right hand side are a clothes shop, a shoe shop and a general purpose shop.

These medium sized outlets could be housed at Exeter Road (CU7) (the old antique centre), with the new Aldi opposite. This is a potential good retail site within the town, alternatives are the Alexandria Industrial estate and the field next to Tesco. These outlets would be close enough to the historical town centre to support its viability and, with careful use of signage and extension of footpaths, to increase footfall.

C. Commercial Development and Business Parks:

CTC welcomes the idea of commercial development at a location close to the M5. It proposes that Junction 28 and the existing business parks at Kingsmill Industrial Estate, Cullompton Business Park, Alexandria Industrial Estate and the existing MDDC CU12 Weeks Farm are all developed and expanded to bring jobs to the town. This proposal is supportive of the NPF guidance on significant developments being sustainable.

CTC considers the development of the M5 corridor (policy S6 & S7) to be critical to the economic growth of the town and therefore disagrees with Mid Devon's assessment that it needs to reduce the commercial and retail land available in Cullompton.

MDDC policy 2017 S8 infrastructure

2.53 Cullompton infrastructure improve motorway capacity

S106 not CIL

Infrastructure funding gap MDDC seek other funds

MDDC 2017 Policy S8: Infrastructure

Cullompton will continue to grow, with more houses and matching infrastructure. Infrastructure improvements depend upon how big Cullompton becomes but it is clear that continued growth will put pressure on a range of Cullompton services.

CTC notes the MDDC comment on a funding shortfall and requests that MDDC and DCC do all they can to obtain additional infrastructure funding.

2.55 There is currently a significant infrastructure funding gap and the Council will also seek external sources of funding to deliver key infrastructure. More information about the means of funding infrastructure can be found in the Infrastructure Plan (2014) and the 'Regulation 123' list for CIL, available on the website at www.middevon.gov.uk/cil. CIL is also accompanied by a policy setting out the circumstances in which Section 106 agreements are to be used. It is anticipated that CIL will be adopted at the same time as the Local Plan.

A. M5 Junction 28:

The single biggest priorities for Cullompton is to get a Town Centre Relief Road, new bridges over the M5 and a major upgrade to M5 junction 28 in order to:

- **Resolve local traffic chaos.**
- **Improve air quality in the town.**
- **Improve M5 access for the Kingsmill Business Park.**

These road improvements and upgrades should be delivered before any further housing development takes place

CTC notes that this junction is currently running at high capacity. DCC Highways has installed traffic lights at Junction 28. However this has not resolved the capacity issues and a moratorium has been imposed on development. This is not helpful for the growth of Cullompton

There is continued concern regarding pedestrian safety. It is noted that when DCC did improvements to the Newton Abbot Junction on the A38 they installed a brand new
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separate footpath bridge over the A38 to keep pedestrians safe. There is the potential to do this at J28, and by removing the pavements widening the traffic lanes.

Any substantial development of Cullompton would need to improve Jct. 28 further than the existing improvements. In tandem, a concern regularly raised by CTC is that Jct. 28 prevents expansion of the Kingsmill Industrial Estate and other commercial development on the Honiton Road in the region of Mole Valley, restricting economic growth of the town and job opportunities. A new road into the Kingsmill Industrial Estate from the Honiton Road, A373, would mean that the existing left turn into Kingsmill could become one way, for left turn traffic only, with HGVs entering the A373 from a large roundabout somewhere beyond Mole Valley Farmers and progressing along the A373 to the M5, rather than turn across it at present.

NOTE: CTC has been requesting this action from DCC and MDDC for many years and it has still not come forward

Given the major problems faced by business on Kingsmill particularly Gregory's, with the new traffic lights. CTC would urge this extra road option comes forward quickly.

CTC believes that substantial improvements to Junction 28, above and beyond those currently planned, are essential.

B. New Bus Station:

"The national planning policy framework (NPPF) advises that planning should actively manage patterns of growth to make fullest use of public transport, walking and cycling, and focus significant developments in locations which can be made sustainable."

CTC are delighted that MDDC has included construction of a new Railway Station in Cullompton to support economic growth, commuters, trade and tourists in the Local Plan, this is positive. However, DCC has indicated that this is a long-term project.

CTC would like to see a new bus station developed. This would be close to the M5 junction 28 to allow for National Express and Mega Bus to call into Cullompton, that bus station can also become a hub for local bus services. It can be built many years before a railway station is constructed. In particular it would act as a bus station for workers commuting to Exeter and Taunton and pupils accessing post 16 education in Tiverton Taunton and Exeter. An ideal location for the bus station would be in land CU14 Eastern Relief Road adjacent to the Tesco store. The Tesco store already has two good pedestrian links to the town centre.

DCC education (2017) has indicated that despite the growth in Cullompton they will not expand the secondary school to include a sixth form. This means that there is a need for a Cullompton bus station for students to travel to Post 16 education outside Cullompton.

The bus station terminus is not currently detailed in the MDDC plan. Under the NPFF guidance that the fullest use is made of public transport CTC request that MDDC includes a bus station for Cullompton in the MDDC Local Plan.

C. The Eastern Relief Road:

A report on route options has been delayed. There have been multiple delays in receiving this highways report. It remains unclear from the Local Plan when the Highway Report will be published and what routes the roads and bridges will use.

CTC are aware that the cost of finding other land and relocating the sports facilities on the CCA Fields is considerable and this will be taken into account when costing the whole project.

CTC strongly supports the need for an Eastern Relief Road as soon as possible to relieve traffic congestion within the town. This is not a unanimous view, as there are those opposed to the Eastern Relief Road going through the CCA fields.

D. New Road Link:

DCC Highways 2014 report indicated an option to build a new bridge over the M5 providing a new route from Honiton Road to Meadow Lane. CTC are awaiting details of these proposals.

However CTC have strong concerns about pedestrian access over the M5 and railway. It would like to see Duke Street & Old Hill included in the MDDC Local plan to provide the potential for an improved pedestrian route, particularly to the secondary school so pupils can walk or cycle rather than be driven by parents.

This link is outside the boundary of CU11 and CTC would like to see CU11 boundary extended south to include Duke Street / Old Hill and the M5 road and railway bridge, so that future developments could include this possible road link.

E. Other Highways/Road Infrastructure:

CTC wishes to see more roads capable of carrying high volume traffic such as Millennium Way and Swallow Way, providing a core critical road network for the new housing developments. The road built at Kingfisher Reach is not fit for purpose as it is not wide enough for double decker buses, or HGVs. CTC has concerns that future new roads will not be of the correct standard to act as strategic road arteries for the town.

CTC wishes to point out that that DCC Highways design for the street in Kingfisher Reach was a major mistake. That the problems of HGV's, large tractors and double decker busses

using this street as a relief road continuing on from old Swallow Way are considerable. This is an ongoing problem that neither DCC nor MDDC planners have found a solution to.

CTC is extremely concerned about the width and type of road to be constructed in the NW Extension connecting Tiverton Road to Willand Road.

CTC also has serious concerns about the potential of roads in East Cullompton and the relief road from Honiton Road over the M5 on a new bridge. DCC Highway plans do not compare at all with similar road plans for Newton Abbot. The new upgrades to the A38 junction for Newton Abbot are substantially better than anything proposed for Cullompton. CTC registers serious concerns about the disparity in highways development for Cullompton, particularly given the volume of housing in Cullompton and the expectation that the Garden Village will expand East Cullompton to about 5,000 houses. This remains a serious issue of concern to CTC.

CTC would like to see the High Street become one way from the Manor Hotel to the Hayridge Centre (library) with short term parking on one side of the road as is done in Tiverton. However, we understand that this road could never become fully pedestrianised because of the many lanes leading off High Street with houses whose occupants need access, e.g. Middle Mill Lane.

Reduced HGV traffic in the High Street and short term parking will contribute to Town Centre regeneration and improve air quality.

Not currently included in the Local Plan, but supported by CTC:

- (i) Expand Knowle Lane to Cullompton Rigby Club into a two lane road with a wide pavement to provide access for further housing development at Knowle Lane and safe access to the Rugby Club and improved access to Swallow Way.
- (ii) Expand Ponsford Lane into a two-lane road ready for future housing development at Knowle Lane, possibly with a roundabout at the Tiverton Road Junction with Ponsford Lane.

F. Effect of Closure of M5 on Cullompton

A key issue for Cullompton, unlike Crediton or Tiverton, is the consequence of closure of the M5. At these times, Cullompton High Street becomes the only alternative route for M5 traffic. In the recent 2014 and 2012 floods there were problems on the B3181 north and south of Cullompton. If that had coincided with an M5 closure it would have compounded the problem. During 2015 and 2016 the M5 was regularly closed with traffic diverted through Cullompton High Street. Cullompton High Street was last substantially modified in 1633, it is not suitable for today's heavy vehicle usage.

CTC feels that DCC and MDDC have not paid sufficient attention to the importance of the issue of M5 closure and subsequent diversion of traffic through Cullompton in relation to

Cullompton's road network. It would welcome a more detailed response in the MDDC Local Plan in relation to M5 closure and improvements needed on the strategic road network of Cullompton.

G. Education:

CTC have been informed that 6,000 new houses are needed to obtain a new secondary school. Therefore the planned growth of Cullompton is not enough to generate a new secondary school. However it is likely that, over time, the existing secondary school (Cullompton Community College) will need to expand its buildings. DCC Education (2016 report) shows the need to expand the secondary school to a 1,000 place secondary school, with all the new buildings, sports halls, sports pitches, toilets, kitchens etc. this requires.

If the full garden Village of 5,000 houses comes forward there will also be a need for a secondary school site in East Cullompton as well as the two primary schools already allocated for East Cullompton.

One option would be a "land swap" between the grassland at Meadow Lane next to the secondary school, which is owned by MDDC housing. If this land can be fully used for improved sport facilities then some of the school's existing sport land can be used for new school buildings.

Cullompton Town Council would urge MDDC to actively consider the Meadow Lane land swap to ensure the secondary school has land to expand onto in the future. CTC notes that in the 2017 Local Plan the Meadow Lane land is allocated for Secondary School expansion.

CTC believes it is not realistic to expect Cullompton Community College to gain a sixth form at present as some 250 pupils are required in order to be viable. However it is possible for some post 16 courses to be taught at the school. This means that Cullompton needs to continue to have a good bus service to connect to major centres, Taunton, Exeter ,Tiverton so that pupils can get the bus to post 16 educations. A Bus Station would assist in combatting any increase in transport needs arising from increased post-16 education.

St Andrews and Willowbank Primary Schools are at virtual capacity. Neither site has room for physical expansion. CTC notes that as Cullompton continues to grow there is an urgent need by DCC to obtain a new site for building a new 2 to 11 nursery and primary school combined.

CTC welcome the provision of a new large primary school with early years in the NW Extension on top of Rull Hill, and the potential for two new primary schools in East Cullompton. Experience at Cranbrook new Town indicates schools need to be built well in advance of expected pupil roles as they fill up faster than expected.

MDDC 2017 Policy S9 Environment.

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Cullompton has some beautiful countryside, rolling hills, river and streams and an identified list of local walks. These public rights of way need to be safeguarded and enhanced through developer led funds. CTC believes this could be enhanced by making or creating an environmental area within the CCA fields along the river, the leat and along water meadows beside Millennium Way.

The MDDC policy S5 Open Space provides many opportunities for Cullompton. The town already has a network of public footpaths and walks and a series of public walks leaflets. In addition the Town has the Cullompton Community Association 32 acres of public open space. **There is no reason why housing developer green space funding could not be used to fund improvements in the 32 acre CCA field. CTC wish to see this option included in the Local Plan.**

The CCA Fields consist of some 32 acres of green walkable countryside within the floodplain. When the Eastern Relief Road goes through the CCA field, **there should be consideration given to providing extra recreational public accessible land to offset that lost to the road.**

The expansion of housing at Knowle may require some recreational land to be provided. There is potential to develop the stream valley under the road bridge and make a valley walk along a tarmac multi-use path connecting Knowle Lane houses to the Town Centre.

The North West Extension, behind the Integrated Centre for Health in Willand Road may require additional recreational areas, environmentally enhanced through planting. As well as clear safe separate pedestrian routes into the town centre.

Long term it would be good to have a multi-use cycle path connecting Cullompton to National Cycle Route 3 at Willand and Tiverton Parkway. This could be an enhanced environmental feature, which also promotes tourism.

The open space policy, improvements to the CCA Fields, improvements to public rights of way and footpaths, making them wheelchair accessible, and developing new green spaces could also link with the Healthy Living agenda.

MDDC and DCC and house developers have substantial opportunities to improve existing green space, footpaths, viewpoints and recreation areas rather than create new ones. **This issue is not addressed in the MDDC local Plan and CTC would like it included.**

4. IN SUMMARY

Cullompton's continued growth in housing needs to be matched by growth in infrastructure, commercial development and M5 Junction 28 improvement.

CTC believes that the issues raised and solutions presented as part of our response to the MDDC Local Plan Consultation form a cohesive, integrated vision that will self-support long term economic, environmental and employment benefits.

The expansion of Cullompton through more housing, bigger industrial estates, the growth of Cullompton Business Park, with possible incubator sites for Exeter Science Park and the improvement of sports, leisure, and cultural amenities requires considerable infrastructure.

Not all of these infrastructure costs can be met by private developer funding. In particular the bridges over the M5, railway and river are very expensive. The development of a second M5 motorway junction with southbound slip roads (as per DCC model) is very expensive.

The construction of a relief road for the town centre is complicated because of the possible need to build through the flood plain (CCA fields) and provide adequate flood prevention measures, or to build the town centre relief road in another location?

Cullompton is fairly unique as MDDC and DCC, the Town Council, the Neighbourhood Plan and Local Parishes support growth in Cullompton.

Cullompton needs the following key infrastructure:

- **A bridge or bridges over the M5, the railway line and the River Culm.**
- **A new M5 motorway junction, (Junction 28A) as DCC models show that the existing junction 28 cannot be improved to meet future capacity.**
- **A town centre relief road to remove through traffic, especially HGVs, very large farm vehicles and M5 overspill traffic.**
- **A possible northern bridge over the M5, the railway and river, that is not an M5 junction but links the new NW Extension Road with East Cullompton and allows a northern route for HGVs from the industrial and business parks.**
- **A pedestrian cycle route from east Cullompton to Last Bridge and Duke Street to use the existing M5 & railway bridges that have a weight restriction. This would enable a safe new pedestrian route to the town centre and secondary school from the east.**
-

If the right infrastructure takes place then Cullompton can grow to 2033 and beyond. The short term costs would be supported by long term growth.

Failure to put into place the correct infrastructure would prevent the substantial housing in Cullompton coming forward and so jeopardise the MDDC 2017 local plan.