

Executive Summary by Cullompton Town Council (CTC).

1. Cullompton Town Council is pleased in broad terms to support the major growth planned for Cullompton of 5,000 houses in total, up to 2033, provided that core infrastructure is put in place before any new houses are built. CTC is prepared to support the housing in Cullompton Garden Village of 2,100 houses in phase 1 and the 1,520 houses in the NW Extension. CTC is also supportive of the principal of the Garden Village development. CTC recognises that improved education facilities are an essential part of core infrastructure.
2. CTC believes the single biggest priority 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 congestion, to improve air quality in the Town and to improve M5 access for the Kingsmill Business Park. These road improvements and upgrades should be delivered before any further development takes place. CTC should be fully involved at the very early stages in all infrastructure planning and design to avoid obvious pitfalls. Particularly it is vital that CTC is involved in the definition of the route for the Eastern Relief Road so that the CCA Trustees can plan for the future.
3. CTC applauds highway improvements that are being carried out in Tiverton and Taunton prior to any new houses being built, but is very concerned that such forward thinking does not appear to be planned for Cullompton. The necessary infrastructure should be in place before any additional traffic is generated.
4. The Town Council voted in 2013 and again in 2017 to consider the long-term options of making the main street one traffic lane with enhanced pedestrian access and delivery to shops. CTC requests MDDC to strongly investigate innovative schemes to alleviate traffic congestion in the main streets and on the M5 at peak hours.
5. CTC highlights the importance of building affordable homes. Neighbourhood Plan policies: HS01, HS02, and HS03.
6. CTC STRONGLY supports an increase of commercial floor space in Cullompton. CTC does not accept that the amount of floor space set out in the 2018 MDDC plan is sufficient. CTC wishes to see further increases in commercial floor space.
7. With the ongoing expansion of Cullompton it is very important that MDDC Planning also considers the provision of other facilities to improve the town. A train station, bus transport hub, car parking, increased and expanded retail, improved local commerce and business, the bringing in of new office employment and the development of the Business Park are essential.
8. Any s.106 money arising from development in Cullompton should be spent in Cullompton as the people of Cullompton choose.
9. Sports facilities in Cullompton are inadequate even for the current population – rugby, cricket and football clubs are over-subscribed and struggle to find proper facilities for young players. Tennis courts and MUGA's are required as sporting amenities. Cullompton Town Council expects MDDC planning to be more rigorous in providing good quality sports, leisure, play parks and green infrastructure in the new Cullompton housing developments.
10. Recent research indicates that residential streets with NO PAVEMENTS are threatening for the elderly, partially hearing, partial sighted, those with guide dogs and those with dementia, as there is no clear defined pathway for them to use. The unexpected result is that such persons become afraid to go out, remain in their homes and call more on care services. CTC requests MDDC planning to ensure there are clear pavements in all residential developments.

- 11. CTC requests MDDC planning to ensure there are no properties with doors having direct access onto the pavement in any residential developments.**

Mid Devon Local Plan Consultation March 2018.

Cullompton Town Council is pleased to note that Cullompton has become a strategic development location but consider that Town Council should be directly involved in detailed planning developments, in improving sports and leisure, in S106 agreement negotiations with developers to ensure that, in terms of infrastructure, priorities are influenced at a local level. In addition, as some fifty percent of housing is to be allocated to Cullompton then Cullompton should receive approaching fifty percent of the financial support.

CTC asks MDDC to be more active in this respect in liaising with the Town Council.

PREFACE AND KEY CONCLUSIONS

In August 2013, Cullompton Town Council wrote a report to MDDC as part of a MDDC consultation. In March 2014, CTC wrote a further report to MDDC reference the MDDC Local Plan. In March 2015, CTC again wrote to MDDC reference the Local Plan. In February 2017, Cullompton Town Council responded again to MDDC and in April 2018 responds again to MDDC regarding the 2018 MDDC Local Plan. However, there remains a large number of local issues, which appear to be ignored by the MDDC 2017/18 Local Plan that have been mentioned previously. The 2018 version of the MDDC Local Plan is the 2013 version of the Plan changed over several years and substantially changed in 2017.

Cullompton Town Council has voted on a number of occasions over the years to support the housing growth in Cullompton, particularly the NW Extension and East Cullompton.

Cullompton Town Council is pleased in broad terms to support the major growth planned for Cullompton, provided that core infrastructure is put in place before any new houses are built. CTC is prepared to support the housing in Cullompton Garden Village of 2,100 houses in phase 1 and the 1,520 houses in the NW Extension. CTC is also supportive of the overall total of 5,000 houses to be built in the Cullompton Garden Village although it is not included in the Local Plan.

CTC objects to the inclusion of a further 400 houses at Colebrook Lane until further studies are completed and MDDC is completely satisfied that the land is suitable for development. If this land does come forward then CTC wishes to be consulted on its use.

CTC voted in support of the new developments at Jct. 27 as they see the development as contributing to local employment, but is concerned about the extra pressure that will put on roads, schools, health facilities and shops.

Cullompton Town Council has been developing a Neighbourhood Plan in parallel to the MDDC Local Plan. The progress of the Neighbourhood Plan was halted because MDDC was redrafting its Local Plan, mostly in relation to Junction 27 but also other amendments. The Neighbourhood Plan in December 2017 went through the full regulation 14 public consultation.

Cullompton Town Council is pleased to see that MDDC has taken note of the Neighbourhood Plan policies and, where necessary, MDDC has included some small policy changes in reference to Cullompton taken from the 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.

Recent research indicates that residential streets with NO PAVEMENTS are threatening 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 unexpected result is that such persons become afraid to go out, remain in their homes and call more on care services. CTC requests MDDC planning to ensure there are clear pavements in all residential developments.

Similarly, houses without front gardens or yards are threatening for the group above and awkward for parents with pushchairs. 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.

CTC requests MDDC planning to ensure there are a minimum of properties with doors having direct access onto the pavement in all residential developments.

The 2018 MDDC consultation.

The Mid Devon Local Plan review 2018 is for a range of supplementary documents that support the Local Plan. MDDC had to take further legal advice particularly about the proposals for Junction 27. The existing MDDC Local Plan 2013 to 2033 was consulted on in 2017 and remains as amended then.

There are a number of changes for Cullompton but most relate to Junction 27, Sampford Peverell and Tiverton. MDDC identify Cullompton as the main locality of growth and infrastructure for the whole of Mid Devon during the plan period. (2018 to 2033).

- Document 1. Statement of Representations Procedure. (70 pages).
- Document 2. February 2018 Statement of the available documents. (105 pages.)
- Document 3. MDDC Sustainability Appraisal Update. January 2018. (55 pages)
- Document 4. MDDC Local Plan (2017) (200 pages)
- Document 5. MDDC Cullompton maps.

Table 1 MDDC Local Plan review housing

Site	Policy	Gross site area	Use 2013 to 2033	Alternatives
NW Cullompton	Cu 1 to CU6	103 ha	1,350 dwellings and 10,000 sq.m. Commercial floor space.	1,520 houses Growen Farm not accepted
East Cullompton	CU7 – 12	160 ha	1,750 dwellings (within the plan) period and 20,000 sq.m. commercial floor space	2,100 houses Aller Barton not accepted.
Knowle Lane	CU 13	9.8 ha	296 dwellings	
Ware Park and Footlands	CU14	2.1 ha	38 dwellings	
Exeter Road	CU 15	1.4 ha	24 dwellings	

Cullompton Town Council report reference the MDDC Local Plan consultation 2018.

Cummings Nursery	CU16	5.3 ha	100 dwellings	
Week Farm	CU 17	10.7 ha	15,000 sq.m. commercial floor space	
Venn farm	CU 18	4.4 ha	12,000 sq.m. commercial floor space	
Colebrook (Contingency)	CU21	4.8 ha	100 dwellings	400 houses not accepted

Tiverton Road: Plymouth Brethren site 24 houses possible future development.

Knowle Lane: Rugby club old pitch 74 houses not in Local Plan but going forward on appeal.

Cullompton: NW Urban Extension 1,350 in the first phases. This may increase to 1,520 in the future.

In Cullompton Garden Village 1,750 houses in the first phases. This may increase to 2,100 in the future. (Note MDDC confirmed the garden village would be 5,000 houses but will be subject to a full Masterplan).

Colebrooke Lane: the contingency site 100 houses. Possible future alternative increasing to 400 houses, and a small development of 16 or 24 houses on Tiverton Road.

Commercial floor space has been increased, but as this was previously reduced it returns to the levels CTC previously asked for. However, CTC may wish to argue for a further increase in commercial land given the volumes of housing.

Table 2. Cullompton Town Council overall housing.

Site	Policy	MDDC 2018 Allocated dwellings
NW Extension	Cu 1 to CU6	1,520
East Cullompton	CU7 - 12	2,100
Knowle Lane	CU 13 In progress	296
Ware Park and Footlands	CU14 No change	38
Exeter Road	CU 15 No change	24
Cummings Nursery	CU16 In progress	100
Colebrook Lane	CU21 change	100
Tiverton Road Plymouth Brethren site	new	24
Knowle Lane old Rugby Club pitch		74
Swimming pool allocation		320
Total houses for Cullompton		4,596

Total without East Cullompton		2,496
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Table 3.

MDDC has indicated the total of houses for the Garden Village’s 2 phases = 5,000 houses. Plus other houses for Cullompton = 2,496. This means Cullompton is looking to grow by 7,796 houses at the end of Phase 2. However, figures change over time. Up to 2033 the guideline figure is 5,000 in total (allowing some movement on the 4,596 figure).

MDDC has been prepared to quote a total figure of approximately 8,000 new houses since the Garden Village workshop in November 2017 post 2033.

AFFORDABLE HOUSING

CTC highlights the importance of building affordable homes. This is reflected in the Neighbourhood Plan’s expectation of developers to meet the Local Plan’s figure of 28% of houses on new development to be classed as affordable homes (Policy HS02, 8.8 p.29), and more specifically the Cullompton NW Extension’s Masterplan figure of 35%. The figures set out in these documents are welcome. CTC stresses the importance of new developments meeting these affordability percentages to address Mid Devon’s existing shortage of social housing, and to provide a mix of good quality secure homes for future generations and existing residents alike. CTC wishes to be involved in S.106 discussions regarding affordable homes, and lists this specific issue as a priority for allocation of s.106 contributions.’

Neighbourhood Plan policies refer: HS01, HS02, and HS03.

MDDC 2018 Local Plan.

- MDDC increases number of houses built per year from 360 to 393 across MDDC.
- P6 MDDC recognises Cullompton as the prime development location and there are only minor changes (see tables above).
- CU17 Week Farm and CU18 Venn Farm have had the commercial floor space area increased to 10,000 sq. m

Town Centre relief road CU 19. MDDC highlight this as a priority and make it clear the most likely route is from Station Road to Meadow Lane through the CCA fields.

P144 makes detailed reference to the CCA fields but notes no final route is yet agreed.

Cullompton infrastructure CU 20. There is much information on the need for major infrastructure at Cullompton. (p42, P60, p144 p312, p321, p342). There is also reference to the Town Centre Air Quality Management Plan (p312).

Cullompton Town Council Priorities.

For every house built in Cullompton MDDC receives both a Community Charge. Cullompton Town Council requires that much of this NEW MDDC funding will be spent within Cullompton. Also the s106 money that

Sports and Leisure.

- The house building in Cullompton requires expansion of the Meadow Lane Sports Centre. Crediton and Tiverton Leisure Centres have both expanded.

Cullompton Town Council report reference the MDDC Local Plan consultation 2018.

- The NW Urban Extension requires community facilities and increased sport and leisure provision.
- Cullompton Town Council requests MDDC to help find land for tennis courts and a MUGA.
- The Cullompton Community College needs land to expand to a 1,200 place school. The MDDC reference to Cullompton Community College figures is very out of date. There are not 238 spaces at CCC but only 60 and those are in Year 10 and Year 11.

The March 2018 CCC numbers for the school are:

- Year 7 = 151
- year 8 = 130
- year 9 = 127
- Year 10 = 125
- Year 11 = 96
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- Total = 629 - This leaves spare places of 121 now as the full PAN is $150 \times 5 = 750$

In September 2018 CCC have a definite intake again of 150 (The CCC PAN - planned admission number)

This means CCC will have 683 pupils in Sept 2018 (probably more as there will be new admissions in other years apart from year 7) so say 690 approx.

This leaves spare places (but only in the older years) of 60 in September 2018.

- Willowbank Primary School playing field is surrounded by new housing development. CTC asks MDDC planning to safeguard this field from housing development.
- MDDC are looking at new housing in Kingfisher Reach, Saxon Fields, Ware Park and Colebrook Lane. Cullompton Rugby Club is desperate for new land for a pitch having lost a pitch to housing development. Sports England requires planning authorities to replace lost sports provision land. Therefore, CTC asks MDDC to find additional sports pitch land for the rugby club to make good the lost pitch this should be DEMANDED of any new housing development in that locality.
- The CCA fields are host to a range of sports and leisure groups, football, cricket, bowls, whippet racing, dog-walking etc. It takes some 5 years to acquire new land and build appropriate new pitches. CTC needs MDDC to be very proactive in providing land for these clubs to relocate well in advance of the Town Centre Relief Road being built.
- As Cullompton is, growing there is a desperate need for new and improved sports and leisure facilities, more multi use cycle paths, and bigger and better play parks.
- The Town Council has a policy of providing a few larger and better play parks rather than lots of small ones. Despite this policy, MDDC chose to continue to include small play parks in Kingfisher Reach, and has not made the Kingfisher Reach developer improve the green infrastructure land along Crowbridge stream.

Cullompton Town Council expects MDDC planning to be more rigorous in providing good quality sports, leisure, play parks and green infrastructure in the new Cullompton housing developments.

Cullompton Town Centre.

- The Town Council voted in 2013 and again in 2017 to consider the long-term options of making the main street one way with enhanced pedestrian access to shops. CTC requests MDDC to strongly consider this option in the Cullompton Masterplan.
- MDDC needs to mitigate the poor air quality in the town centre.

Cullompton Infrastructure.

- There is a need for Jct 28 improvements to take place.
- There is a need for a new Junction 28A with two southbound slip roads to Exeter.
- There is a need for extensive flood management of the many rivers and streams draining into the River Culm.
- There is a need for extensive sewerage work to be undertaken.
- There is a need for extensive high fibre broad band and the latest IT technology to be built into all new developments to make the town attractive.
- There is a need for extensive expansion of commercial land to provide more local jobs.

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 are also committed to the substantial improvement upgrading and creation of new sports and leisure facilities to enable and support the Healthy Living agenda.

CTC believes the single biggest priority 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. To improve air quality, in the Town. To improve M5 access for the Kingsmill Business Park. These road improvements and upgrades should be delivered before any further development takes place.

Cullompton Town Council welcomes (2018) policy S11 (p51) 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.

MDDC Policy S11 Cullompton p51.

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.

Major Conclusions:

- Cullompton housing will increase from 3,600 in the previous plan to 4,076 (2018) and up to 7,326 in the 2018 plan, including the 5,000 houses of the Garden Village. . CTC accepts this increase as it will provide extra funds for infrastructure.
- The housing in the Local Plan is about 50% of all the MDDC housing in the 2017/18 plan. Therefore, there is a need to increase the land allocated for commerce, retail, business and offices for Cullompton, not decrease it.

CTC STRONGLY DISAGREE with the reduction of commercial floor space in Cullompton in 2017. CTC are pleased to see this increase in 2018 but believe this is still insufficient.

- The MDDC Economic Development Officer has plans from several development companies to bring "An OFFICE PARK" TO LAND IN THE VICINITY OF MOLE VALLEY FARMERS. These developments were continually blocked by Highways England and DCC Highways. CTC would want to see these blocks on commercial development lifted as soon as possible and increased land made available for commercial development including offices to reflect the potential of both old and new schemes.
- 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 seen as a positive move.
- MDDC Local plan p11 indicates Cullompton will be the major strategic focus for housing representing 50% of the MDDC need.
- Commercial floor space in Cullompton is not enough. CTC argues that EXTRA COMMERCIAL / RETAIL FLOOR SPACE NEEDS TO 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 various groups, the Cullompton Neighbourhood Plan and Cullompton Town Council wish to be incorporated into the Local Plan
- The second section of Swallow Way is a street already built within the Knowle Lane Development. This road is not fit for purpose, is too narrow for HGV's and double decker buses. Yet this road is meant to be part of the key RELIEF ROAD FROM Exeter Road through the NW Urban Extension to Willand Road. CTC has very serious concerns about the type of Road DCC and MDDC will permit in the NW Urban Extension and for the Town Centre Relief Road and whether these new roads will be fit for purpose.

- The MDDC Local plan increases the number of houses to be occupied in the NW Urban Extension from 300 to 500, potentially another 1,000 cars before the NW Urban Extension Road is built. **CTC views this as a major problem.** However, the MDDC Local Plan does not commit to getting the NW Urban Extension Road built within two years nor the provision of pedestrian walking / cycling routes early in this development. This is of great concern to CTC.
- Willand Jct. 27. With the expansion of the facilities at Junction 27, will be an increase of traffic through Cullompton to Willand putting more strain on existing roads that already cannot cope. Especially the road through the NW Urban Extension. DCC has twice put a moratorium on housebuilding due to problems with road capacity. CTC has many concerns about road infrastructure. MDDC needs to be clearer about how they will resolve these issues.

BACKGROUND

MDDC evidence is that the population of Mid Devon increased by more than the national average in the last 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.

With the ongoing expansion of Cullompton it is very important that MDDC Planning also 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.

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 by being on the M5 corridor. Therefore CTC needs more commercial retail floor space allocated.

MDDC Local Plan p11 (2017/18)

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*

Provisional conclusions of Neighbourhood Plan Consultations

CTC believes 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. To improve air quality, in the Town and to improve M5 access for the Kingsmill Business Park. These road improvements and upgrades should be delivered before any further development takes place.

Neighbourhood Plan Evidence Base Summary Conclusions (Provisional)	Sustainability Objectives (Provisional)
Natural & Rural Environment	Sustainability Objectives (Provisional)
<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 	<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
Built Environment & Heritage	Sustainability Objectives (Provisional)
<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 	<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
People & Housing	Sustainability Objectives (Provisional)
<ul style="list-style-type: none"> • Local housing need is not understood • The local housing market needs more understanding • A thorough review of potential housing development sites and their impact needs to be undertaken 	<ul style="list-style-type: none"> • Enable local residents of all social and economic backgrounds to access a range of appropriate high quality housing • Increase the choice of housing

Arts, Culture & Tourism	Sustainability Objectives (Provisional)
<ul style="list-style-type: none"> • The town lacks a coherent arts and cultural agenda • There is significant tourism potential that could be exploited 	<ul style="list-style-type: none"> • Increase Cullompton’s role as a focus for arts and cultural activity • Encourage sustainable tourism

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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 • Better quality public open spaces and recreation facilities are needed 	<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 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

The NHP Consultations directly related to the MDDC 2018 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 traffic lane 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”.**

DETAILED RESPONSES

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

CTC in principle, support the policies of policy S1. (2017/18)

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 of 5,000 houses, part of which is not within the current (2017/2018) Local Plan, MDDC Planning considers how to organise regular meetings between MDDC Planners and CTC to monitor planning applications both in 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 in January 2017. CTC would like to see MDDC make planning conditions that all new houses in Cullompton are similarly wired to import and export electricity into the national grid. Particularly the North West Urban Extension, East Cullompton and the Garden Village in East Cullompton.

CTC has a concern that MDDC Planning, parks and leisure and refuse collection are not talking in a joined up way. It is concerned that whilst MDDC Parks and Leisure are actively closing and decommissioning play parks in Cullompton, MDDC planners keep using planning to make developers put in the wrong type of park often in the wrong location.

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

CTC would like to see MDDC Planning and parks departments meeting regularly with Cullompton groups to ensure the best type of park comes forward that meets local needs and aspirations and is not just a planning formula response.

MDDC refuse department has a very successful programme of rubbish collection and recycling. However, MDDC Planning does not appear to be consulting with MDDC recycling regarding STORAGE AND ACCESS OF RUBBISH BINS. There is a need for MDDC planning to require MULTIPLE BIN STORAGE AT THE FRONT OF HOUSES FOR RESIDENTS to be built into all new and converted houses.

This means, in particular with terrace houses, bins are stored on the pavement permanently or have to be dragged through the house. This is also a major problem with small unit starter homes and flats that do not have adequate and convenient BIN STORAGE. The MDDC 2017/18 Local Plan does not have a policy on BIN STORAGE, it needs to have a new POLICY on BIN STORAGE. This links to the policy on good suitable housing design.

It is good to see the MDDC policy focussing on the long-term growth to the East of Cullompton. Cullompton Town Council voted in support of this in 2013 and 2014 and again in 2015. Particularly so 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.

This housing development is welcome and CTC fully supports it, PROVIDED THE ROAD INFRASTRUCTURE, BUSINESS, EDUCATION, RETAIL AND OFFICE EXPANSION ALSO TAKE PLACE AND ARE ACTIVELY SUPPORTED BY MDDC.

Cullompton also needs extensive superfast high speed wide broadband width internet access to attract new business and support the rural economy.

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 MDDC that the Local Plan, 2017, reduces commercial floor space in Cullompton. CTC believes with the developments at Jct. 27 and the Greater Exeter Strategic Plan, that Cullompton should substantially increase the commercial floor space to make best use of the M5 corridor.

“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.”

INFRASTRUCTURE.

CTC wishes to see MDDC and DCC make better use of Junction 28 and the opportunities it offers to benefit the town its hinterland. Particularly through economic development.

It is helpful to see in the MDDC 2017/18 Local Plan several references to improving Junction 28 and the Town Centre Relief Road. However, the concern is that no timescale for these road improvements are suggested. CTC asks to be fully involved at all preliminary stages and throughout with these infrastructure developments.

In 2014, Highways England imposed Grampian Conditions on development in Cullompton. These were lifted once new traffic lights were installed at Junction 28. The traffic lights have made the traffic flow problems worse. DCC Highways (not Highways England) has imposed a moratorium AGAIN on COMMERCIAL DEVELOPMENT ON THE CULLOMPTON BUSINESS PARKS AND NW URBAN EXTENSION HOUSE BUILDING. This moratorium was suspended in 2018 due to a Planning Inspectors appeal decision.

In 2018 CTC would like to see MDDC and DCCC progress with VERY RAPID WORK TO RESOLVE THESE TRAFFIC ISSUES. In both 2013 and 2014 Cullompton Town Council wrote to MDDC planning with ideas to ease the traffic problems on Junction 28. These were

ignored. DCC (as with Kingfisher Reach) produced a solution that was too old and out of touch with current reality, and so made the problem worse.

The MDDC 2017/18 Local Plan needs to resolve very quickly the Junction 28 traffic problems and the town centre relief road problems. **FAILURE TO RESOLVE THESE KEY ISSUES WILL STALL THE 50% HOUSING SUPPLY OF THE MDDC LOCAL PLAN AND MAY JEOPARDISE THE LOCAL PLAN ITSELF.**

MDDC 2017/18 POLICY S2. P33

MDDC policy S2 supports the housing development of Cullompton, the railway station, pedestrian and cycle routes. Cullompton will have the largest share of housing in MDDC some 50% of all MDDC housing, more than Tiverton or Crediton.

CTC believes that at the current rate of house building most of the sites to the west of Cullompton will be full or nearing completion by 2024 and that the expansion along the A373 Honiton Road is a sensible and logical next step. The Cullompton Garden Village funding will bring forward new infrastructure and housing in parallel with the NW Urban Extension. This will enable the EAST Cullompton (1,750) houses in the first phase.

MDDC indicates the need for 7,860 new houses across Mid Devon with Cullompton providing 50% at 393 built per year. CTC is very concerned that the delays to the NW Urban Extension in Cullompton are delaying the building of the new primary school on Rull Hill.

CTC supports this housing development and the garden village provided the key infrastructure, cycle routes, sport and leisure facilities, cycle routes, railway station and bus station are also brought forward and that there is a comprehensive Cullompton Masterplan that CTC are fully involved in.

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

CTC also 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 NHS has data which shows that Cullompton has one of the fastest growing aging populations in the UK. Therefore, there is a need for more bungalows and retirement complexes and that 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.

Public Open Space, Policy S5. GREEN INFRASTRUCTURE. (p39)

CTC supports the increase in green infrastructure spaces as set out in the MDDC 2017/18 plan (p39). CTC particularly welcomes the slight increase in teenager space as this is an under developed area.

Allotments, Amenity Green Space, parks, sport and recreation grounds, play space children, youth space teenagers. It is helpful to see that the amount of space has increased from previous policies.

CTC draw attention to the urgent need of MDDC to resolve the large variety of sport and leisure problems that Cullompton now (2018) has due to the substantial growth of existing housing without any increase in sports and leisure.

New Housing Developments MDDC policy S2, S3, S4

CTC WOULD REQUEST THAT Cullompton Neighbourhood Plan and Cullompton Town Council are fully involved in master planning, infrastructure planning S106 agreements etc.

CTC would request that MDDC in light of Cullompton's substantial long-term growth organise and set up more frequent and regular meetings with planning officers so that local issues are identified and discussed at an early stage, not when everything has been decided.

CTC would request that they are fully involved in master planning and infrastructure plans as these progresses.

CTC note that all major developments 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 WISH LIST of projects that it would want to come forward. These IMPORTANT LOCAL PROJECTS MAY NOT BE A PART OF THE MDDC PLANNING AGENDA.

The Town Councils recommends that MDDC take more notice of other guidance on building fully accessible housing and also building fully accessible non-threatening streets.

CTC are concerned that MDDC planning take full note of a wide range of DISABILITY planning documents and include these within the planning stage and do not leave them just to BUILDING REGULATIONS.

- 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 threatening 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 unexpected result is that such persons become afraid to go out, remain in their house and call more on care services.

Similarly, houses without front gardens or yards are threatening. 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.

The Local (Cullompton NHS) indicates that Cullompton has the fastest growing elderly population of anywhere in England at present (2016/2017). This therefore means that there will be specific needs to Cullompton, as discussed above, that MDDC and house developers will need to consider. **Such as provision of more bungalows, old people complexes and retirement complexes. That these should be located close to shops and community facilities and avoid where possible steep hill walks.**

Some of these are mentioned within specific Cullompton Policies, which is good to see.

However, the Cullompton experience has been that small-scale, piecemeal development has not always brought the appropriate additional infrastructure to the town (E.G. Knowle Lane Kingfisher Reach & Saxon Fields). ***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 DCC Highways authority limitations on Junction 28 are stopping substantial housing and retail development of Cullompton. This restriction of development is counter to DCC policies on economic development and MDDC aims to build a strong competitive economy. (MDDC Policies).

Therefore, CTC would REQUEST THAT MDDC AND DCC WITH THE GREATEST URGENCY RESOLVE THE ROAD PROBLEMS SO THAT BUILDING CAN GO 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 2023/4 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 and MDDC Economic Development Plan to 2033 would encourage developers, of housing, commerce, office and retail to invest in Cullompton, particularly due to the M5 corridor effect. Furthermore, such long term development would 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 (2017/18) Policy S5 Open Space

P39 policy S5 SHOWS an increase in provision of a range of public and open space and teenager space. This is welcomed.

CTC have a policy where they request in ALL NEW DEVELOPMENTS; that rather than have lots of small play parks with TODDLER EQUIPMENT within a few minutes' walk that LARGER PARKS WITH MORE EQUIPMENT FOR THE TODDLER TO TEENAGER SHOULD BE CREATED. 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 MDDC to pay particular attention to the Devon Countryside Access Forums position statements on Access.

CTC REQUESTS that the various MDDC Planning and other departments work closely with CTC to ensure that these parks and leisure facilities reflect local needs.

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

The MDDC local plan (2017/18 version) has some minor changes to the housing within the Cullompton NW Extension.

However, the type of ROAD OR RESIDENTIAL STREET through the NW Extension remains a major bone of contention. CTC is pleased to see that no houses will face onto the NW Extension road, but is still concerned that it may not be wide enough, or have sufficient provision for the traffic associated with the new primary school.

MDDC Planning is aware that Cullompton intends to build a swimming pool complex adjacent to the NW Urban Extension on a site close to the main through relief road.

The swimming pool site may be on the same side of the road as the community facilities or in a location nearby.

The swimming pool designs at present (February 2017/18) include a 25 m pool with 8 lanes, a separate learner pool, one hydrotherapy pool possibly two (based on the Axminster & Bridgewater hydrotherapy pools), dance / fitness studios, multi-purpose halls for a variety of uses café, and soft play area for under eights.

It is expected that schools within Cullompton and the surrounding Culm Valley will use the swimming pool. It is intended that the main pool will be used for swimming galas.

This means the road, through the NW Extension needs to be wide enough to cope with large 52 seater coaches coming and going to the swimming pool. It also means these large 52 seater coaches need to be able to pass other coaches, buses, HGV's and large agricultural vehicles on this road. They will also have to be able to access the new school on Rull Hill.

There remains concerns that the DCC Highways authority will not agree to a wide enough road and that MDDC will not demand it.

Everyone in Cullompton is fully aware that DCC and MDDC are agreed that the street through Kingfisher Reach is not fit for purpose. The second section of Swallow Way was meant to be a relief road in the same way the NW Urban Extension Road is meant to be a relief road. DCC and MDDC have got the Kingfisher Road seriously wrong and are trying to find a way to solve the problem they created.

CTC do not wish to see the NW Extension Road develop in the same way as Kingfisher Reach.

When the Cullompton swimming pool in the NW Urban Extension is built there will be swimming gala events at the pool. This will mean many large coaches driving to the swimming pool and needing access. This will put particular demands on the road structure and road junctions for access to the pool and car parking for coaches.

In addition it is expected that there will be proper pull offs or laybys for large double decker buses close to the swimming pool complex. It is hoped that the swimming pool complex, the shops and the community facilities will all be located next to each other on the same side of the road. This will demand car parking entrances and exits, bus stops, and access for delivery vehicles with separate parking.

This will also increase volume of traffic along the NW Extension main relief road.

There will be a primary school at the top of Rull Hill within the NW Urban Extension. It is expected that pupils will walk from the school to the swimming pool for swimming lessons. This means that there needs to be a good wide pavement linking the two sites, ideally so that children are not required to cross the road.

CTC raises this in response to the MDDC 2017/18 Local Plan to make sure MDDC fully understands the types of traffic and pedestrians that will be using the NW Urban Extension relief road.

CTC also anticipates that, although the MDDC 2017/18 Local Plan has identified housing areas within the NW Extension, there will be more housing than planned. CTC also expects

that beyond 2033 when there will be a new MDDC Local Plan there will be even more housing joining the NW Urban Extension, so the RELIEF ROAD 2017/18 PLAN, will have to cope with greater traffic than is presently modelled.

The comments from DCC Highways appear to ignore these elements; hence, CTC concern that the MDDC 2017/18 Local Plan takes full note of the coaches and other vehicles that will be using the NW Urban Extension relief road to access the swimming pool and other facilities.

The Cullompton Neighbourhood Plan indicates its wish for a countryside park of about 114 acres within the East Cullompton / Garden Village development. This could partially be located in the flood land alongside the River Culm. The 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, but could be included within the green infrastructure, rather than splitting the GI into small penny packets. Making one big usable area would be of more benefit than lots of small areas. Recently (September 2017) Dawlish opened a brand new countryside park to provide extra recreational space for all the new housing, similarly Cranbrook has a large countryside park.

CTC ASK THAT MDDC TAKES NOTE OF THESE AIMS AS THE EAST CULLOMPTON HOUSING DEVELOPMENT COMES FORWARD FROM THE 2017/18 LOCAL PLAN.

The Cullompton Neighbourhood Plan also indicates its wish and the 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 wish MDDC to be proactive in supporting this. Sport England have made it very clear that given the large volume of housing in Cullompton, approaching 8,000, Sports England would expect some major new sports facilities.

CTC ASK THAT MDDC TAKES NOTE OF THESE AIMS AS THE EAST CULLOMPTON HOUSING DEVELOPMENT COMES FORWARD FROM THE 2017/18 LOCAL PLAN.

Sport England has indicated that they need to see sight of a current MDDC playing pitch strategy which supports the MDDC 2017/18 Local Plan. CTC asks MDDC to update their MDDC playing pitch strategy so that it supports the housing expansion set out in the MDDC 2017/18 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 suggests that, rather than creating lots of small new open space areas as identified in policy S5, housing developer funding is used to improve and enhance areas such as the CCA fields, Improve footpaths by removing styles and steps and making all Public Rights Of Way footpaths wheelchair accessible.

CTC voted to request that the PROW footpath in the NW Urban Extension is rerouted 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 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 agenda.

CTC ASK THAT MDDC TAKES NOTE OF THESE AIMS AS THE EAST CULLOMPTON HOUSING DEVELOPMENT COMES FORWARD FROM THE 2017/18 LOCAL PLAN.

Leisure Facilities:

CTC reminds MDDC that after 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 many 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 and repeated to MDDC in 2014 and 2015, and now again in 2017 and 2018.

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 Sports Area; 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.

MEADOW LANE LAND SWAP.

CTC is pleased to note that CU20 safeguards land at Meadow Lane for the expansion of the Community College. However, due to the new sewer and drainage system that SW Water installed within the last 5 years it may not be possible to build large classrooms on this area. If this is not possible it would be helpful for this land to be used for sport and leisure, freeing up other land within the school campus for classrooms. Sports facilities can be shared with the Culm Valley Leisure Centre for out of school hours, as the Leisure Centre is adjacent to the school.

The proposal put to the NW Urban 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 MDDC to actively pursue this land planning swap, and incorporate the Meadow Lane land into the MDDC Local Plan for recreational use (e.g. tennis courts, flood-lit MUGA etc.) if it proves unsuitable for classrooms for the secondary school.

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 as well as expanding the Leisure Centre with extra dance studios and a climbing wall.

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.

Cullompton Community Association (32 acre) Public Fields:

The Cullompton Community Association 32 acres of public open space are central to Cullompton as a growing town and yet remain under-developed. **There is no reason why housing developer green space funding could not be used to fund improvements to this site. CTC wish to see this option included in the MDDC 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. **This “feasibility study” plan is totally unacceptable. A new route which maximises the uninterrupted green spaces in the CCA fields is required by CTC.** The MDDC 2017 Local Plan does not indicate what mitigation factors it would put in place for the CCA fields if this type of relief road is built. CTC’s proposals for a relief road as close as possible to the railway line would minimise the impact on the CCA fields and provide opportunities to enhance them.

Nor does the MDDC 2017 local plan discuss its methods of relocating the cricket club, football club, bowls and other clubs affected by the relief road through the CCA fields to alternative land. This is of concern as it will take at least 5 years to develop a new cricket pitch that meets the Cricket Board regulations. **MDDC needs an early plan for relocating sports clubs and CCA land and an early plan for providing alternative sports land.**

The 32 acres of 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 access facilities. Because of its location close to the town centre and adjacent to Tesco, it 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 tarmac all weather walkways, perhaps a DCC PROW style accessible circular wheelchair 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 can 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 can be set aside for this use. Therefore, it is possible to lose a large section of the CCA fields for the M5 Bridge and the town centre relief road, whilst at the same time substantially increasing the quality of the remaining CCA fields.

CTC ASK THAT MDDC TAKES NOTE OF THESE AIMS FOR THE CCA FIELDS AS CULLOMPTON HOUSING DEVELOPMENT COMES FORWARD FROM THE 2018 LOCAL PLAN.

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 are 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 Cullompton footpath warden, to make them wheelchair accessible as per the Natural England and Field Fare guidance documents.
- (ii) Exeter City Council and Crediton Town Council, along with others in Devon have adopted a no stiles policy and will shortly have removed all stiles on public footpaths. CTC wishes to see MDDC adopt a similar policy, particularly in relation to Cullompton.
- (iii) The River Walk from Honiton Road to Old Hill is beautiful, passing along the banks of the River Culm. If several housing developers green space funding was used to improve this walk removing styles and steps and replacing with ramps and wheelchair accessible gates this would be a major improvement to existing green space instead of creating new ones. Adding, in some, sections of gravel path to a viewpoint will enable wheelchair users and others to access this scenery.

For example, the developer of the Cummings Nursery site could substantially improve the public footpath that goes from Honiton Road to Old Hill, removing styles and steps and replacing with wheelchair accessible gates and ramps. This substantial upgrading of an existing "green space" amenity is 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. We would encourage MDDC and the new developers to support this programme and write such support into the MDDC 2017 Local Plan.

- (iv) Water meadows along Millennium Way. These are lovely water meadows, often underwater and separated from Millennium Way by a high bank. There is the opportunity to build a multipurpose public walkway cycle route below the bank, fully away from the road from Station Road to Willand Road. This will 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 CTC would wish it included as a potential green space development, funded by housing developer funds.

- (v) 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 Urban Extension. There are opportunities to construct a good quality, tarmac, landscaped, multi-use accessible footpath with benches and viewpoints. This would make good use of the S6 Green Space Policy, and is a more creative way to provide recreational space within that development.
- (vi) Bluebell Lane from St Georges Well up to Rull Lane: This is an existing public right of way. CTC is concerned that the development of the NW Urban Extension will ignore upgrading this footpath. CTC has previously voted to reroute part of this footpath due to the new housing and primary school. DCC appears reluctant to address this issue. CTC therefore urges MDDC Planning to resolve this footpath issue with some urgency.

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. CTC has taken on the responsibility for Tufty Park, Headweir Road and Culm Lea. Therefore a more creative use of green space policy to improve and make wheelchair accessible footpaths around the town as per the Natural England and DCC PROW and DCAF footpath guidelines is 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 Planning 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 existing CCA fields, footpaths, viewpoints and recreation areas, as well as creating new ones in East Cullompton. **THESE IMPROVEMENTS COULD ALSO LINK WITH THE HEALTHY COMMUNITY REQUIREMENTS IN THE MDDC 2017/18 LOCAL PLAN.**

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

CU19 an additional potential multi-use Open Space:

CU19 has been selected as a potential area for a Town Centre relief road. In addition, the council would like to see added a core pedestrian and accessible cycle path from CU19 East Cullompton connecting to Last Bridge and Duke Street as a traffic free route to the Town Centre and Community College. This is something that Cullompton Town Council has been requesting since 2013.

The field next to TESCO is not identified in the MDDC plan for development. It is only identified as CU19 Eastern Relief Road. The potential for this site is:

- 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 land added to the available building land in the MDDC Local Plan, to cater for the options above.

MDDC 2017 Policy S6 &S7: Employment and Town Centre (p44).

CTC welcomes the improvements in commercial floor space, but is unhappy about the overall reduction of commercial floor space. It argues that Cullompton needs an increase in commercial floor space to generate more offices, industry, commerce, retail, IT TECH, storage and distribution.

In particular, there is a need to bring in lots of local office jobs so that local people can live locally and work locally.

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

There remain many items that cannot be purchased in Cullompton and require residents 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 ongoing concern that these business, commercial and retail developments will not be brought to Cullompton.

The MDDC policies refer to the potential of developing the M5 corridor at Cullompton as a location for economic growth. This is good and needs follow up.

“Improvements to rail links and good connections between jobs and homes were considered important.”

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, Mole Valley Farmers and opportunities on the new M5 Junction 28A access road to East Cullompton.

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.
- Provide a new retail park (e.g. Halfords, electricians, supermarket, clothes & shoe stores DIY store etc.)
- Improve and simplify planning for retail businesses within the core of the town.
- Market Cullompton as a place to attract inward investment.
- Expand the SUPERFAST broadband fibre computer connection to the Industrial estates and hinterland of Cullompton.
- Attract new businesses and new shops.
- Promote tourism/leisure in 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.

Retail:

CTC believes empty premises in the High Street can 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 currently in the shopping experience in Cullompton that fall into this bracket (e.g. clothing shops, stationary shops, electrical retailers, phone shops, garden centres, and car sales/repair).

With a growing population, CTC believes that there is a need for some medium sized retail outlets in another Cullompton location, perhaps in the NW Urban 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 Aldi opposite, this is a potentially good retail site within the town. Or the Alexandria Industrial estate, or at a new location.

Alternatively, new units could be housed on the field next to Tesco. As such, these outlets will be close enough to the historical town centre to support their viability and, with careful use of signage and extension of footpaths, to increase footfall.

Commercial Development and Business Parks:

CTC welcomes the notion 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 2017 Policy S8: Infrastructure

Cullompton will continue to grow, with more houses and hopefully 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. CTC 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.

M5 Junction 28:

The MDDC 2017 Local Plan mentions improvements to Junction 28 in a number of places, this is to be welcomed. However, CTC concern is that the NW Urban Extension and East Cullompton cannot come forward until Junction 28 is sorted and the time frame for this is very long. Similarly, the costs are significant (Which MDDC note). So

the concern is that this will prevent housing and commercial development coming forward quickly (within two years). The NW Extension building work has already been delayed several times.

CTC believe the single biggest priority 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. To improve air quality, in the Town. To improve M5 access for the Kingsmill Business Park. These road improvements and upgrades should be delivered before any further development.

CTC notes that this junction is currently running at high capacity. DCC Highways have installed traffic lights at Junction 28. However, this has not resolved the capacity issues and DCC have imposed (not Highways England) a moratorium 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 separate footpath bridge over the A38 to keep pedestrians safe. There is the possibility to do this at J28, and by removing the pavements, widening the traffic lanes.

Any substantial development of Cullompton needs to improve Jct. 28 further than the existing improvements. In tandem, a concern regularly raised by CTC with DCC 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 Farmers, restricting economic growth of the town and job opportunities.

A new road into the Kingsmill Industrial Estate from the Honiton Road, A373, beyond Mole Valley Farmers could mean that the existing left turn into Kingsmill could become one way, for left turn traffic only from the M5, 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 HAVE BEEN REQUESTING THIS ACTION FROM DCC AND MDDC FOR MANY YEARS AND IT HAS STILL NOT COME FORWARD.

Given the major problems faced by businesses on Kingsmill Industrial Estate, particularly Gregory's Transport with their HGV'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

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 is delighted that MDDC has included construction of a new Railway Station in Cullompton to support economic growth, commuters, trade and tourists. MDDC has included this 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 whilst acting

as a hub for local bus services. This could be built many years before a railway station is constructed and could 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 is land CU14 Eastern Relief Road adjacent to the Tesco store. Tesco already has two good pedestrian routes to the town centre.

DCC education (2017) indicated that, despite the growth in Cullompton, they will not expand the secondary school to include a sixth form. THEREFORE, THERE IS A KEY NEED FOR A CULLOMPTON BUS STATION FOR PUPILS TO TRAVEL TO POST 16 EDUCATION IN EXETER, TIVERTON OR TAUNTON.

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 requests that MDDC includes a bus station for Cullompton in the MDDC Local Plan.

The Eastern Relief Road:

A report on route options by MDDC has been delayed. There has been multiple delays in receiving this highways report. The 2014 highways report has still not appeared. IT REMAINS UNCLEAR FROM THE MDDC LOCAL PLAN EXACTLY WHEN THIS HIGHWAYS REPORT WILL BE COME PUBLIC AND WHAT ROUTES THE ROADS AND BRIDGES WILL USE.

CTC would like an early indication of when MDDC Planning will have clear and unambiguous information on the relief road and Junction 28 improvements so as not to hold up house building and other amenities for Cullompton.

CTC are aware that the cost of finding other land and relocating the sports facilities from the CCA fields are considerable. Therefore MDDC Planning should and take this into account when costing the whole relief road project.

CTC strongly supports the need for an Eastern Relief Road as soon as possible to relieve traffic congestion within the town.

New Road Link:

DCC Highways 2014 report indicated an option was 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 has strong concerns about PEDESTRIAN ACCESS OVER THE M5 AND RAILWAY... CTC retain strong concerns about pedestrian access. CTC 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 CU19 and CTC would like to see CU19 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, roads similar to Millennium Way and the old Swallow Way, providing a core critical road network for the new housing developments. **The road built at Kingfisher reach is not fit for purpose and 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. Of particular concern is that Kingfisher reach has to connect with the new ROAD in the NW Extension and cope with the high volume of traffic expected and the large HGV's buses, coaches and farm vehicles using this road.

THEREFORE CTC HAVE GREAT RESERVATION ABOUT THE WIDTH AND TYPE OF ROAD TO BE CONSTRUCTED IN THE NW Extension connecting Tiverton Road to Wildland Road.

CTC also has considerable 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 MUST REGISTER SERIOUS CONCERNS IN THIS DISPARITY OF HIGHWAYS DEVELOPMENT FOR CULLOMPTON. Especially 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 Fore Street become one traffic lane from the Manor House Hotel to the Hayridge Centre with short term parking on one side of the road as is done in Tiverton. However, we understand that this road can never become fully pedestrianized because of the many lanes leading off Fore Street with houses whose occupants need access, e.g. Middle Mill Lane. Intelligent traffic lights at the site of both pedestrian crossings would increase average speeds in both directions, particularly to maintain flow in peak hours.

Reduced HGV traffic in the main 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 alongside the rugby 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, perhaps with a roundabout at the Tiverton Road Junction with Ponsford Lane.

Effect of Closure of M5 on Cullompton

A key issue for Cullompton, unlike Crediton or Tiverton is the consequence of closure of the M5, due to accidents. 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 the problem would have been compounded. During 2015, 2016, 2017 and early 2018 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 this issue in the past in relation to Cullompton's road network. It would therefore 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.

It is helpful to see that the MDDC 2017/18 local plan at last acknowledges this M5 problem.

Education:

CTC has been informed by DCC 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 at this time (March 2018). However, the Garden Village of 5,000 houses plus the existing housing brings the total of houses in Cullompton close to 8,000 new houses. Therefore, a new secondary school site will be needed within the East Cullompton Garden Village location. The existing secondary school (Cullompton Community College) will need to expand. DCC Education (2016 report) identifies the need to expand the secondary school to a 1,200 place secondary school, with new buildings, sports halls, sports pitches, toilets, kitchens etc.

- The Cullompton Community College needs land to expand to a 1,200 place school. The MDDC reference to Cullompton Community College figures is very out of date. There are not 238 spaces at CCC but only 60 and those in Year 10 and Year 11.

When the full Garden Village of 5,000 houses comes forward there is a need for another secondary school site in East Cullompton. This may be a secondary school operating on a split site as QE does in Crediton or two separate secondary schools. This is as well as the two primary schools already allocated for East Cullompton.

Therefore, the MDDC 2017/18 Local Plan should include the option for extra land in East Cullompton for another secondary school site. (Note there may be opportunities here to link this with the sports zone complex in 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 could be fully used for improved sport facilities then some of the school's existing sport land could be used for new school buildings.

Cullompton Town Council urges 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 notes that land at CU20 has been allocated for the 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 education elsewhere. A Bus Station will help to alleviate increased transport issues arising from increased post-16 education.

St Andrews and Willowbank Primary Schools are at virtual capacity. Neither site has room for physical expansion. CTC note that as Cullompton continues to grow, there is therefore an

urgent need by DCC to obtain a new site for building a new 2 to 11 nursery and primary school combined.

CTC welcomes the provision of a new large primary school with Early Years in the NW Urban Extension on top of Rull Hill, and the potential for two new primary schools or one large school with early years in East Cullompton. Access to these schools **MUST BE ADEQUATE FOR CARS, COACHES AND REFUSE TRUCKS** with turn around spaces on the school site, fenced off from pupil access. 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 2017/18 Policy S9 Environment.

Cullompton has some beautiful countryside, rolling hills, river, 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 MDDC plan.**

The CCA consists 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. Discussions with the EA indicate that a green corridor through Kingfisher Reach and Saxon Fields could and should be created with the appropriate planting of specialised plants as advised by the EA.

CTC would wish to see MDDC Planning taking the planting of the green corridor at Knowle further and being proactive in bringing this forward.

The North West Urban Extension, behind the Integrated Centre for Health, may require additional recreational areas, environmentally enhanced through planting. As well as a 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, improvements to public rights of way and footpaths, making them wheelchair accessible, and developing new green spaces could also link with the Healthy Community requirements.

MDDC and DCC and house developers have substantial opportunities to improve existing green space, footpaths, viewpoints and recreation areas as well as create new ones. **This**

issue of creating NEW Public Rights Of Way within the NW Extension and East Cullompton is not fully addressed in the MDDC local Plan and CTC would like more detailed information within these policies.

Cullompton development 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 Urban 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 will enable a safe new pedestrian route to the town centre and secondary school from the east.

If THE RIGHT INFRASTRUCTURE takes place 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 will prevent the substantial housing in Cullompton coming forward and so jeopardise the MDDC 2017 Local Plan.