

RESPONSE TO LOCAL PLAN MODIFICATIONS CONSULTATION 2019 / 2020.

Cullompton Town Council is aware that the planning Inspector made a series of recommendations about the Mid Devon Local Plan. In particular the Inspector raised concerns with the housing delivery in years 1 to 5 and years 5 to 10. The Inspector also raised concerns related to the provision of infrastructure, particularly roads and how the slow delivery of road improvements or non delivery of road improvements would seriously impact on the housing delivery trajectory.

Cullompton is a major housing growth point for Mid Devon, with Saxon Fields, Colebrook Lane (CU21) the NW Extension, East Cullompton, and the Garden Village, all of which are major developments. Additionally Cullompton has many small housing sites within the parish and in the western part of the town coming forward. It is a major concern of the Town Council that houses may be delivered in advance of infrastructure, particularly roads.

Car Parking Provision.

On page 115 Devon and Cornwall, police made a response to MDDC reference the MDDC Local Plan. The response was of 5 paragraphs relating new build houses to crime prevention and sustainability and safety.

Paragraph 5 states, -

*As with many new developments in Devon, the good intention of encouraging residents and their visitors to walk, cycle or use public transport is fully supported but **in reality it appears that the owning of private vehicles continues to be the preferred method of transport. But by failing to recognise this at the design and layout stage is now providing ever increasing visual evidence of how a lack of sufficient and practical parking is having an adverse effect on quality of life issues for residents of some new developments.***

This written police comment to MDDC does not appear to be reflected within the MDDC local Plan amendments. This is of concern.

Housing Needs.

Overall housing needs to increase from 7,200 to 7,860 with an increase in Cullompton. Cullompton now has an increase of 330 houses from 3,600 up to 3,930. However, commercial floor space has decreased from 77,000 sm to 73,500 sm. This is a concern. The NW Extension has 600 houses occupied before road infrastructure is completed. East Cullompton has 500 houses occupied before road infrastructure is complete. Site CU21 Siskin Chase / Colebrook Lane is no longer a contingency site and can come forward immediately with 100 houses with no road infrastructure improvements.

Cullompton Town Council is very concerned that each completed house is likely to have a minimum of 2 vehicles. So Cullompton could see an increase of around 1,000 plus vehicles before any major road infrastructure is in place.

The Town Council is also concerned that the extra housing (330) from the previous plan does not necessarily guarantee any improvement in social amenities or sports and leisure provision for the town.

Cullompton Town Council is also concerned about the changes in percentage of viability figures, affordable housing, and lifetime houses. The trend appears to be downwards, with less affordable housing and lifetime housing. This remains a concern.

DM1 – High Quality Design: Concern about whether the proposed district level standard of 20% provision of lifetime housing on major housing sites will adequately satisfy local housing needs in Cullompton for such dwellings. Would prefer a more flexible approach.

NW Extension.

NW Extension relief Road from Tiverton Road to Willand Road.

Cullompton Town Council had an expectation that the spine road / relief road through the NW Extension would be completed as rapidly as possible.

The phrase ***“to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess of the traffic generated from the site.”*** No longer confirms that the NW Extension spine road will be delivered quickly. This is of concern.

Similarly ***“Occupation of no more than 600 dwellings prior to the completion of the Town Centre Relief Road.”*** With a slow build and occupation rate this could take 5/6 years. Potential delay of the road whilst housing numbers increase is a concern.

NW Primary School.

Cullompton Town Council is pleased to see the “provision of a 420 place school with early years provision and a children’s centre service delivery base funded by appropriate contributions from developers”.

However, the two existing primary schools and the secondary school are at full capacity. There is no indication of the speed at which this school, and children’s services base will be brought forward. The rapid construction and opening of this school is very important given the continuous ongoing housing development in Cullompton. The Table below shows the actual growth in pupil numbers at the secondary school. Slow delivery of school and nursery provision remains a concern to the Town Council.

Cullompton Community College growth of pupil numbers resulting from ongoing house building in Cullompton.		
Academic year	Actual numbers	planned
September 2014	530	
September 2015	537	
September 2016	571	
September 2017	629	
September 2018	694	
September 2019		750
January 2020	740	
September 2020		787
	Actual increase of 210	

Cullompton Town Council is pleased to see the inclusion of a new recycling centre within the NW Extension.

CU21 Colebrook Lane / Siskin Chase.

CU21 – Land at Colebrook Lane: No longer a contingency site nor subject to the completion of NW Extension through route: The deletion of this criteria relating to the NW Extension through route has the potential to generate more traffic onto the existing road network and the town centre in particular.

Concern that MDDC and DCC have not fully addressed this issue of 200 plus extra vehicle movements, linked to the ongoing growth of Saxon Fields. Nor that an extra vehicle route onto Colebrook Lane for this site has not been included.

East Cullompton.

MM24. Cullompton Town Council are pleased to see pedestrian and cycle links improvements at Junction 28 are included. There is concern that Junction 28 is so busy it is not very safe for cyclists and pedestrians as it is.

Cullompton Town Council are pleased to see MM26 improvements and land for a primary school or two primary schools in East Cullompton.

Junction 28.

Concern that capacity studies reports will not necessarily improve capacity at Junction 28 or develop a new Junction 28A. Strong concern that there could be 1,200 extra houses, potentially 2,400 extra vehicles within and around Cullompton with no major actual improvements to Junction 28 or Junction 28A.

Cullompton Town Centre Relief Road.

MM22 is the only reference to the Town Centre Relief Road. Concern that developers could build 599 houses and stop thereby not generating the extra support for the relief road. Cullompton Town Council has concerns the relief road will not be developed, but lots of houses will be.

Flooding in Cullompton.

Cullompton has many areas of flood plain. All the developments within West Cullompton are impacted by flooding as are some locations in the East. The CCA fields in particular as the site of the relief road are subject to flooding. Cullompton Town Council has concerns that flooding issues, specifically relating to the River Culm and catchment streams, needs to be addressed more rigorously in the MDDC local plan. There is concern that DCC highways and MDDC planning are not looking at all the flooding problems in minor locations as well as major locations.

MM 33 Loss of floodplain: *“Any loss of floodplain at this location should be mitigated by the creation of additional/compensatory floodplain which should secure wider environmental and sustainability benefits including the provision of appropriate ecological and biodiversity*

enhancements” Concern that although the loss of floodplain is acknowledged there is no detail of how this loss in floodplain will be compensated for.

Culm Garden Village:

The wording in the Plan needs to be make it clear that the Garden Village is a part of Cullompton not a neighbouring settlement. That East Cullompton should aim to be fully integrated into the main historical town of West Cullompton and not developed as a separate entity. Cullompton Town Council has repeatedly asked MDDC to rename the Garden Village the Cullompton Garden Village to show this integration. This request has been consistently declined by MDDC. This is of concern.

East Cullompton needs to have good pedestrian and cycle links to Cullompton, in particular at the south end, Old Hill to enable access to the secondary school.

MM24 only talks about Junction 28 there is no mention of links in other locations to East Cullompton.

01. Devon and Cornwall Police response to MDDC Garden Village.

Car Parking Provision.

On page 115 Devon and Cornwall police made a response to MDDC reference the MDDC Local Plan and Garden Village. The response was of 5 paragraphs relating to new build houses, crime prevention and sustainability and safety.

Paragraph 5 states, -

*As with many new development s in Devon, the good intention of encouraging residents and their visitors to walk, cycle or use public transport is fully supported but **in reality it appears that the owning of private vehicles continues to be the preferred method of transport. But by failing to recognise this at the design and layout stage is now providing ever increasing visual evidence of how a lack of sufficient and practical parking is having an adverse effect on quality of life issues for residents of some new developments.***

This written police comment to MDDC does not appear to be reflected within the MDDC local Plan amendments. This is of concern.