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CULLOMPTON NW EXTENSION CONSULTATION

Cullompton Town Council would like to submit the following response to the Cullompton North West Extension Masterplan consultation.

Developable Area

The Council's preference is Option 2 as this provides the additional infrastructure/community benefits needed.

Roads and Traffic

Mid Devon District Council is aware of the on going traffic management issues in Cullompton, particularly in the area of Fore Street, Tiverton Road and the Higher Bullring. Cullompton is served by the M5 at Junction 28 and this is a great asset. However, when the M5 is closed in case of accident or emergency, traffic is diverted through Cullompton (via High Street and Fore Street) to the B3181 Exeter Road. This puts additional pressure on local roads as local traffic seeks to avoid the congestion resultant from a motorway closure. Within the NW Extension, the road from Tiverton Road to Willand Road must be a distributor type road in order to cope with the sudden increase in traffic that results from a motorway closure.

At the present time, there is some question concerning whether a 200 or 400 place primary school will be constructed. In either case, there will be a large volume of traffic to and from the school, particularly at peak times, and the NW Extension through road must be able to cope with this traffic now, and in the future. In reality, most parents will transport their children to school by car regardless of the advice received from politicians and environmentalists and it is considered that good access for vehicles to drop and pick-up children from school is essential – examples of new schools in Bristol, Portishead and Weston Super Mare show superb facilities for teaching and learning but with appalling access for parents by car.

Swallow Way, from Exeter Road to Knowle Lane, is a good example of the type of road that is required. All residential development is built as cul-de-sacs from Swallow Way and it means that

residential areas are safe for children and elderly residents. In addition, the NW Extension through road should be wide enough to enable two busses to pass each other – the streets in the Kingfisher Reach development do not meet this criteria and may not be able to have a bus service at all (see appendix A).

In summary, the NW Extension through road must be able to cope with high volumes of traffic, large vehicles (including LGV and agricultural vehicles) and provide access to an anticipated 1,100 houses, shops, a school and sporting facilities in a safe way. In addition, it should provide longer term traffic relief for the centre of Cullompton. A traffic data survey of the whole town should be conducted in order that a proper traffic management plan for the town can be formulated and implemented.

Sport and Leisure Facilities

The council has made it clear to developers and in meetings with Mid Devon District Council that it considers the sports pitches located at the Tiverton Road end of the development to be in the wrong place. It is considered that they should be placed toward the Willand end of the development in order that they can be accessed from Millenium Way.

Cullompton Town Council believes that, in line with its leisure policy and in addition to the sports pitches, 2 no. floodlit Multi Use Games Areas (similar to those at Moorhayes) and 2 no. floodlit tennis courts should be provided. The council is in discussion with the Football Association and the Rugby Football Union about these facilities and their location. The option to co-locate the primary school, sports facilities and possibly a rank of shops with shared parking would seem a sensible solution.

Location of the Primary School

Cullompton Town Council has had discussions with Mid Devon District Council and developers concerning the siting of the primary school and believes that it should be located toward the northern end of the development. The council has concerns about locating the primary school at the top of a steep hill behind the Culm Valley Integrated Centre for Health as it will seriously inconvenience parents with toddlers and pushchairs and will discourage walking to school. To further encourage walking to school, access to the school should be by a designated cycle path and multi-use pedestrian access wherever it is located.

It is considered that the Primary School should be located in accordance with option 2 as that locates it next to the Culm Valley Centre for Health.

Location of Gypsy and Traveller Pitches

Cullompton already has a number of showmen and gypsy and traveller pitches. These are located either side of Station Road, Willand Road, Honiton Road, Westcott and Mutterton. There may be others that we have forgotten about.

The council wishes Mid Devon District Council to confirm exactly how many new traveller pitches will be required to meet legal obligations and whether the showmen sites falls under the same legislation as the gypsy and traveller pitches proposed for the NW Extension.

Cullompton Town Council would like confirmation that the total number of existing gypsy and traveller pitches in Cullompton conforms to Government guidance and whether there is a need for

additional pitches to be provided. If there is a requirement to provide additional pitches, they should be located at the northern end of the development where good transport links will exist (Option 2).

Play Areas

The council considers that the 7 play areas proposed should be consolidated into a maximum of two larger quality play areas/public open space with more challenging equipment and the potential to attract a greater range of ages in one location. Experience has shown that small play areas have very little play value and the play equipment is not always used in the way that it was intended.

Large areas of public open space, such as People's Park in Crediton , that include a play area and other leisure facilities will help to encourage a sense of community and wellbeing. Some of the other benefits of this approach are:

- Easier to maintain and manage.
- Safer as they will be more visible and easier to patrol by police and others.
- Accessibility issues can be overcome more easily.
- A deterrent to anti-social behaviour as more people using the area and more visible.
- More likely to generate a sense of wellbeing and place amongst the community in which they are located.

Allotments

The Council strongly supports the provision of allotments and a community orchard. There is currently a waiting list for existing allotments and demand is likely to increase from this development, particularly as gardens are becoming smaller. Ideally the site should include:

- Provision of electricity and water supplies
- Delineation fencing or hedging.
- Vehicular access and parking provision.
- Provision of a 'lay-by' for easy access.
- The site should be as level as possible.

The Council looks forward to receiving details of the next stage in the consultation process.

Yours sincerely

Mrs Judy Morris
Town Clerk

Appendix A – Supporting images.

APPENDIX TO CULLOMPTON TOWN COUNCIL'S RESPONSE TO THE CONSULTATION ON THE NW EXTENSION



Very large agricultural vehicles driving through Fore Street. These vehicles are often larger LGVs.



These images show the new Kingfisher Reach development in Cullompton:

- Narrow roads not wide enough for agricultural vehicles and busses.
- Parking on pavements.
- Roads obstructed by parked cars and residential dwellings opening directly onto the road making the area unsafe for children and those with limited mobility.
- Insufficient space for two busses to pass. Due to poor design, this development may not get a bus service.
- Insufficient parking resulting in cars parked very close together and obstructing dropped kerbs.

