



All members of Cullompton Town Council are hereby summoned to attend
a meeting of the **Town Council** to be held on
Thursday 14 July 2016 commencing at 7pm at Cullompton Town Hall

Judy Morris

SIGNED: Mrs Judy Morris (Town Clerk)

DATE: 7 July 2016

AGENDA

PUBLIC QUESTION TIME: 15 minutes is set aside at the beginning of the meeting to enable members of the public to bring issues relating to Cullompton to the attention of Councillors. Up to **3 minutes** is allowed for each question.

It may not be possible to reply and your question may just be noted. The question will be recorded.

1. **APOLOGIES:** To receive apologies for absence.
2. **DECLARATIONS OF INTEREST:** To receive disclosures of pecuniary, non-pecuniary and personal interests.
3. **PUBLIC QUESTION TIME:** To receive questions from member of the public present at the meeting.
4. **MINUTES:** To receive and sign as a correct record the Minutes of the previous Full Council meeting held on 30 June 2016 (Appendix A).
5. **RE-OPENING OF CULLOMPTON RAILWAY STATION:** To consider request for a contribution towards the cost of a feasibility study (Appendix B).
6. **HIGHWAY AND FORWARD PLANNING MATTERS:** To consider response from Devon County Council (Appendix C) and agree way forward regarding:
 - (i) Design of extension to Swallow Way.
 - (ii) Congestion created by traffic lights at the M5 junction.
 - (iii) The Eastern Distributor Road.

(iv) The Northern Distributor Road.

7. LOCALLY LED GARDEN VILLAGES, TOWNS AND CITIES: To approve writing a letter in support of submitting an application in respect of the Government's Garden Towns and Villages initiative (Appendix D).

[https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities.](https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities)

8. CORRESPONDENCE

(i) Any correspondence received after the date of this agenda.

RECOMMENDATION: That, due to its confidential nature, the following item is dealt with as Part 2 business and in accord with the Public Bodies (Admission to Meetings) Act 1960 and Local Government Act 1972 the press and public are requested to leave at this point and the next section of the meeting is conducted in private.

9. ST ANDREWS CAR PARK

(i) To consider the revised contract for the management of the car park.

10. DATE AND TIME OF NEXT MEETING: Thursday 28 July at 7pm.

In accordance with the Public Bodies (Admission to Meetings) Act 1960, members of the public and press are very welcome to attend the meeting.

Members of the public will only be permitted to speak at the beginning of the meeting during Public Question Time.



**MINUTES of a Meeting of Cullompton Town Council
held on
Thursday 30 June 2016 commencing at 7pm in Cullompton Town Hall**

PRESENT: Cllr Rachel Sinclair (in the chair)

Cllrs: Eileen Andrews, Camille Harrison, Kate Haslett, Janet Johns, Martin Smith, and Mike Thompson.

Also in attendance: Cllr John Berry (DCC)*, Cllr Rosemary Berry (MDDC)*, Cllr Karl Busch (MDDC)*, and two members of the public.

Mrs Judy Morris: Clerk

*In attendance for part only of the meeting

18. APOLOGIES: Apologies were received and accepted from: Cllrs Anthony Buczkowski (unwell), Chaim Ebanks (personal), Gordon Guest (personal) and Chris Standford (work) .

19. Declarations of Interest: None at this stage of the meeting.

20. PUBLIC QUESTION TIME: To receive questions from member of the public present at the meeting.

- (i) Mrs Queenie Broom asked what the Council is doing about the poor standard and lack of grass cutting which is making the town look scruffy. Children are unable to play in the play areas due to the long length of the grass.

Council members agreed with these sentiments and considered that the problem is compounded by the lack of partnership working by the different local authorities responsible for grass cutting.

RESOLVED: That a letter is sent to both Devon County Council and Mid Devon District Council expressing concern about the poor standard and lack of grass cutting and asking why it is not possible for the authorities to work together and cut all the grass at the same time. Proposed Cllr Mike Thompson, seconded Cllr Janet Johns.

NOTE: Cllr John Berry explained that he had taken up the poor standard of grass cutting with Devon County Council and the contractors employed by DCC. He also explained that the reason Tiverton was not experiencing the same problem is because Tiverton Town Council is paying

MDDC to cut the grass. He is trying to get DCC to reconsider its policy of only cutting visibility splays and leaving all the highway verges uncut. He is willing to make a contribution towards the grass cutting costs from his community fund.

(ii) Mr Chris Snow queried the following:

- Payment for TV and concern that it is difficult to understand what budget heading a payment relates to. *Clerk explained that the TV was a replacement for another TV that had been returned as it had been delivered damaged.*
- Concern that the Market Committee had not asked for the money for the power supply to be included in the 2016/17 precept. *It was explained that there is no requirement for this item to be included in the precept as the Market Committee had an available budget of £11,002.*
- Concern about encryption and security of computers, he felt that the Policy, Finance and Personnel Committee had not correctly identified the issues. *Town Council will obtain expert advice.*

NOTE: The questions were answered verbally at the meeting and no written response was offered or requested.

21. PRESENTATION: To receive presentation about new services for Cullompton from Tim Bridger of Age UK Mid Devon.

Tim Bridger who is the Mid Devon Interim Chief Officer for Age UK reported that they will be running a weekly surgery at the Hayridge on Fridays between 9.30am and 12.30pm. Drop-in, no appointment necessary, they would like to see as many people being helped in Cullompton as in Tiverton where 2,000 people over 50 obtained advice from Age UK last year.

Age UK have started a “walking football” session in Cullompton on Tuesday evenings and would like to provide other services but first need to understand what people want.

The Town Mayor thanked Mr Bridger for attending the meeting and he left.

22. MINUTES: The Minutes of the previous Full Council meeting held on 26 May 2016 were approved and signed as a correct record. Proposed Cllr Mike Thompson, seconded Cllr Camille Harrison.

23. COUNCIL VACANCIES: To consider applications for co-option: Clerk reported that the Council currently has two vacancies but only one application to-date (one was withdraw and another was found to be ineligible).

RESOLVED: That the meeting is closed to enable the applicant for the council vacancy to make a short statement.

Mr Karl Busch made a short statement about his reasons for applying to join the Council and answered questions from Council members.

The meeting was re-opened.

RESOLVED: That Karl Busch is co-opted onto the Council to fill the vacant seat in North ward.

Note: The vote was by a show of hands and was unanimous.

Note: Suggestion that the council reviews its voting procedures, Clerk suggested that this can be done when the Council's Standing Orders are reviewed at the next meeting of the Policy, Finance and Personnel Committee.

24. REPORTS

- (i) **Town Mayor's Report:** The Deputy Town Mayor reported his attendance at the Devon & Cornwall Police Awards. It was a very good evening and he was proud that a local PCSO received two awards.
- (ii) **Police Report:** Written report was circulated to all members present. Clerk was asked to query the increase in public safety incidents (20 in May 2015 and 34 in May 2016).
- (iii) **County/District Councillor Reports.**
- (a) **Devon County Councillor John Berry's report included:**
- Tiverton Road will be one-way only from 24 July to enable repairs to the Manor House Hotel.
 - Discussions ongoing with Cullompton Community College about expansion to accommodate an increase in student numbers as more houses are built.

Note: Cllr Mike Thompson declared a personal interest in respect of the above item as he lives close to Cullompton Community College.

(b) **Mid Devon District Councillor Eileen Andrews** reported a MDDC extra-ordinary meeting the previous evening to approve making some past District Councillors Honorary Alderman. This includes past Cullompton Councillor Mrs Linda Holloway.

(c) **Mid Devon District Councillor Rosemary Berry** reported:

- Dates for events such as Tiverton Electric Nights, the Devon Youth Games and update meeting re faster broadband for rural areas.
- Disappointment at the lack of progress with regard to resolving the issues related to the poor design of the second section of Swallow Way.
- MDDC offering dementia awareness training to both Officers and staff.
- Looking to appoint a Community Health Officer.
- She is a member of the Working Group for economic development.

(d) **Mid Devon District Councillor Karl Busch** reported on the work being done by the Working Group for Economic Development, funding from the European Regional Fund still looks likely. Important that Cullompton has feedback on what funding is available.

(iv) **Any other meeting reports:** Meeting with DCC Highways to discuss issues relating to the second section of Swallow Way held on 29 June. General disappointment that little was achieved. It was suggested that the Council obtains the views of the emergency services.

25. BUSINESS AND FINANCE

(i) **To approve the Financial Statements for May 2016.**

RESOLVED: That payments totalling £37,175.68 for May 2016 are approved and the Financial Statements for May 2016 are approved. Proposed Cllr Mike Thompson seconded Cllr Martin Smith.

NOTE: Cllr Rachel Sinclair declared a personal interest in respect of the list of payments for May 2016 as her father is included on the list.

- (ii) **Bradninch TAP Fund application:** To approve support for a TAP Fund application for £1,000 towards the purchase of a disabled bowls buggy for Bradninch Bowling Club.

RESOLVED: That the Council supports the application to be submitted by Bradninch Bowling Club for a TAP Fund grant of £1,000 towards the purchase of a disabled bowls buggy. Proposed Cllr Rachel Sinclair, seconded Cllr Eileen Andrews.

- (iii) **TAP Fund grant:** To approve application for a TAP Fund grant of £1500.00 towards the cost of installing a power supply in the Higher Bullring.

RESOLVED: That the Town Council submits a TAP Fund application for a £1500.00 grant towards the cost of installing a power supply in Higher Bullring. Proposed Cllr Camille Harrison, seconded Cllr Janet Johns.

26. **NEIGHBOURHOOD PLAN:** To confirm receipt of draft plan and agree date for discussion thereof.

RESOLVED: That the Council members confirm receipt of the draft Neighbourhood Plan (v3) and that meetings are arranged to start at 7pm on 1st September and 8th September to discuss the document.

27. **SCHEDULE OF MEETINGS:** To approve schedule of meetings for 2016.17.

RESOLVED: That the schedule of meetings for 2016.17 is approved. Electronic calendar to be investigated to save paper. Proposed Cllr Mike Thompson, seconded Cllr Rachel Sinclair.

28. **COMMUNITY AND ENVIRONMENT**

- (i) **Upcott Field:** To consider request from St Andrews Church to use the Upcott Field on Sunday 4 September for a Sunday fun event.

RESOLVED: That the Council grants permission for St Andrews Church to use the Upcott Field for a Sunday Fun event on 4 September 2016. Proposed Cllr Eileen Andrews, seconded Cllr Rachel Sinclair.

- (ii) **Environment Agency:** To receive response to the Council's request that they send a representative to attend a public meeting.

RESOLVED: Disappointment at the Environment Agency's refusal to attend a meeting. Town Council to find out which authority is currently responsible for drainage and flooding matters.

- (iii) **Devon County Council: To receive response from Devon County Council regarding Swallow Way.** The response had been circulated with the agenda and a meeting had been held with DCC on 29 June to discuss, disappointed at the outcome of the meeting.

RESOLVED:

1. Cullompton Town Council requests that, due to a residential road having been connected into a distributor road and the dangers associated with this action, Devon County Council supports Cullompton Town Council in requiring the developers to now change the priority of the junction back to its original layout and connect the first section of Swallow Way back into Langlands Road. This action will dramatically increase public safety.

NOTE: The Town Council is making this request with reluctance as it is not able to come up with any other solution that will resolve what is, currently, a very dangerous situation.

2. That, in view of the inherent dangers to public safety that have come about as a result of the poor design of the second section of Swallow Way, the Town Council requests that both Devon County Council and Mid Devon District Council supports the Town Council financially to seek a judicial review to challenge the developers to resolve the problem.

- (iv) **Road Warden Scheme: To receive confirmation that a public meeting has been arranged for Thursday 15 September 2016.** Noted

29. **COMMITTEES:** To receive the Minutes of the following Committee meetings and approve the recommendations contained therein:

- (i) **Market Committee** meeting held on 1 June including the recommendation that the Committee's terms of reference remain as before.

RESOLVED: That the Minutes of the Market Committee meeting held on 1 June are noted and the recommendation contained therein relating to the Committee's terms of reference is approved.

- (ii) **Policy, Finance and Personnel Committee** meeting held on 21 June 2016, including approval of the following recommendations:
 - (a) That the Committee's terms of reference are amended as per the meeting Minutes.
 - (b) That the security the Council currently has on its computers is adequate for purpose.

RESOLVED: That the Minutes of the Policy, Finance and Personnel Committee meeting held on 21 June are noted and the recommendation contained therein relating to the Committee's terms of reference is approved. The recommendation relating to the security the Council currently has on its computers to go back to the committee for further investigation and is not approved.

- (iii) **Community Wellbeing Committee** meeting held on 2 June including approval of the recommendation that the committee's terms of reference remain as before, and meeting 21 June, including the recommendation "that the Council supports the organisers of the Town Fayre 2016 by loaning equipment as appropriate".

RESOLVED: That the Minutes of the Community Wellbeing Committee meeting held on 2 June are noted and the recommendations contained therein relating to the Committee's terms of reference and the loan of equipment for the Town Fayre on 28 August are approved.

(iv) **Planning & Licensing Committee** meetings held on 26 May and 9 June.

RESOLVED: That the Minutes of the Planning & Licencing Committee meetings held on 28 May and 9 June are noted.

(v) **General Purposes Committee** meeting held on 31 May 2016 including the recommendation that the Committee's terms of reference remain as before.

RESOLVED: That the Minutes of the General Purposes Committee meeting held on 31 May are noted and the recommendation contained therein relating to the Committee's terms of reference is approved.

(vi) **Traffic & Environment Working Group** meeting held on 14 June 2016.

RESOLVED: That the Minutes of the Traffic & Environment Working Group meeting held on 14 June are noted

30. CORRESPONDENCE

- (i) 3rd Cullompton Brownies: Thank you for the grant. *Noted*
- (ii) Cullompton Rangers: Thank you for the grant. *Noted*
- (iii) Cullompton Rugby Club: Grant report form. *Noted*
- (iv) Mid Devon Community Safety Partnership: Minutes of meeting held on 25 May 2016. *Noted*
- (v) Cullompton Board Game Group: Grant report form. *Noted*

Following discussion it was

RESOLVED: That, due to its confidential nature, the following item is dealt with as Part 2 business and in accord with the Public Bodies (Admission to Meetings) Act 1960 and Local Government Act 1972 the press and public are requested to leave at this point and the next section of the meeting is conducted in private. Proposed Cllr Rachel Sinclair, seconded Cllr Martin Smith.

31. ST ANDREWS CAR PARK

- (i) To consider the revised contract for the management of the car park.

RESOLVED: That as the time was 9pm this item is deferred for consideration at a meeting to be held on 14 July 2016.

32. DATE AND TIME OF NEXT MEETING: Thursday 14 July at 7pm.

The meeting closed at 9.05pm

SIGNED: _____

DATE: _____

APPENDIX B

To: Cullompton Town Council
From: Jenny Clifford, Head of Planning MDDC
Re: Funding for railway station feasibility study
Date: 6 July 2016.

Dear Judy and Steve,

You will be aware of our shared aspiration for delivery of a railway station to serve Cullompton and that this has formed part of on-going discussions with the LEP, Network Rail and other local councils as part of a wider Devon and Somerset metro group. We have a site reserved for a station in our adopted local plan and are also proposing this within the emerging Local Plan Review.

It has become clear that a feasibility study is required in advance of any application under the Network Rail New Stations Fund. Taunton Deane Borough Council has recently committed £40,000 towards this together with a further £10,000 from Wellington Town Council.
<http://www.somersetcountygazette.co.uk/news/14269889.display/>

This £50,000 is not sufficient to fully fund the study and other organisations involved in the project are also being asked to contribute. Mid Devon District Council is currently looking to also contribute – hopefully to match the funding from Taunton Deane. My question is whether Cullompton Town Council would be willing and able to make a financial contribution in a similar way to Wellington Town Council?

Regards
Jenny

Jenny Clifford (Mrs)

Head of Planning and Regeneration
Mid Devon District Council / Phoenix House / Phoenix Lane / Tiverton / Devon EX16 6PP
Tel 01884 234346 Fax 01884 234235 jclifford@middevon.gov.uk

NOTE: It is thought that a feasibility study will cost between £150k - £250K

APPENDIX C

Email from Dave Black (DCC) to Cullompton Town Council dated 7 July 2016

Dear Judy

Kingfisher Reach, M5 Junction 28, Eastern Distributor Road

I have received your letters to Councillor Hart and I am pleased to respond on them. I am aware and conscious of your concerns and the pressure for development in Cullompton. The Council have undertaken a large amount of work in Cullompton over the last few years so we do take these issues very seriously.

I hope you found the meeting Brian Hensley and I attended with you in Cullompton useful. There were a few strategic issues that I am pleased to respond on.

1. Kingfisher Reach Design Issues

The first letter related to the status of Kingfisher Reach and the Eastern Distributor Road. I enclose extracts from documents linked to the Local Plan, extracts from Manual for Streets and commentary on the issues. It is clear from these documents that there is a clear distinction between the roles of the two routes. Kingfisher Reach is seen as being an Access Road. Whereas the Eastern Distributor Road is a distributor road providing a direct link to the M5 and relief to a considerable volume of traffic currently using the High Street.

This distinction between the roles of the two roads form the basis of the master planning, planning application and response by the Highway Authority.

2. M5 Junction 28

With regard to the current operation of M5 junction 28 and the linkage between the signals and roundabout. I have made some observations of the congestion during peak hours. The signals appear to be operating as efficiently as they can and there is very little room for any further improvement. The congestion is caused by a surge in the volume of traffic during peak periods and the interaction between the two junctions at the top of the slip roads. The congestion occurs for the peak period, as it does on many junctions across the network. Several changes have been made to make the best of the current layout. It is probably operating at its optimum, although as you say unable to accommodate the peak traffic demand.

On 26th February I attended a meeting with Cullompton Town Council and the proposers for the development east of the M5. The County Council has undertaken a considerable amount of feasibility work on a possible new junction, its location and the constraints.

At this meeting it was explained that the East of Cullompton developers and Mid Devon District Council are taking this work forward and are carrying out further work on the design, environmental impact and cost of a possible scheme. This scheme would be linked to the emerging local plan development east of Cullompton

This work is ongoing. A key element of the work is the flood risk assessment. This is a complex area of work and it is taking longer than expected. However, in parallel to this there are further areas of work in liaising and agreeing the details with Network Rail, Highways England and the various land owners all of which will add to the complexity of the process.

3. Eastern Distributor Road (EDR)

The EDR was identified in the Local Plan. The County Council has undertaken surveys and a preliminary assessment of alternative routes. At this stage the plan was to have a link which would go through the flood plain at surface level and be closed during periods of flooding. There was some discussion with the Cullompton Community Association on the impact on the land requirements. There are a range of land ownership requirements including the impact on the sports pitches. There were also issues related to funding and Community Infrastructure Levy as identified in the Inspectors Report

The potential development to the east of the M5 offers the opportunity to re-visit the role of the EDR. If it is still to the west of the M5 then it could be part of the essential infrastructure and would have to be raised out of the flood plain. Alternatively it could be incorporated in the east of the M5 development. How?

As a result of these uncertainties linked to the emerging Local Plan the County Council has paused this work, we are waiting until the Local Plan has been adopted and there is greater clarity on land use.

I trust this explains the current position and either myself or one of my team would be pleased to update you as things progress. I have just sent this email to you so you can circulate to the relevant parties, I trust this is acceptable.

Yours truly,

Dave

Cullompton - Kingfisher Reach Design Issues July 2016

1 Status of Western and Eastern routes around Cullompton

Prior to the Local Plan Inquiry Devon County Council undertook a traffic assessment of the proposed development in Cullompton. This assessment was used to provide the Cullompton DCC Transport Position Statement (March 2010). The following extracts outline our position on the Western Access Route and East Relief Road.

5. Western Development Access Route

5.1. Route

5.1.1. The North West development site will be accessed by a through route which would connect with Tiverton Road at the southern end of the site and Willand Road at the northern end of the site, at the junction with Millennium Way.

5.2. Design Principles

5.2.1. The western development access route would be designed to Manual for Streets principles. It would be attractive for walking and cycling and would have residential frontages that would create a street environment that is characteristic of more than a traffic movement function.

5.2.2. The route would need to be suitable for use as a bus route. It is anticipated that an extension of the town bus service would serve the North West Development site by using this route.

5.2.3. The road layout, and how it integrates with walking and cycling routes, should be informed by a masterplan exercise.

6. Eastern Relief Road

6.1. Purpose

6.1.1. A route connecting Station Road and Meadow Lane would provide an alternative route to the B3181 through the town centre between Exeter Road and Station Road. The route would allow for improvements to the public realm within the centre and would have a significant impact upon air quality improvement within the AQMA.

6.1.2. The route would provide a more suitable route for through HGV traffic and could allow for an HGV restriction to be introduced within the town centre.

6.1.3. The route is considered essential for achieving air quality policy objectives within the LDF by mitigating the impact of development upon the town centre highway network.

6.1.4. The route would allow for the partial pedestrianisation of Fore Street and a change of priorities at the junction of Tiverton Road/High Street/Fore Street which would reduce conflicting movements and create the opportunity for junction improvements.

6.1.5. A reduction in traffic within Fore Street would allow for substantial public realm enhancements to take place with the opportunity to improve the vitality of the town centre and provide bus priority through the town centre.

This was made available at the Local Plan Inquiry and was a probably an issue as the Inspector commented on it in his report. I enclose the relevant paragraphs.

Eastern Relief Road [ERR] [Policy AL/CU/14]

Need

3.91 *The ERR would bring significant benefits to the town, for example in terms of air quality, traffic flows and the enhancement of the town centre, in accordance with the CS. A CHA assessment supports the provision of the ERR to achieve these objectives and, whilst work on its design is at an early stage, the need for the ERR has been sufficiently demonstrated.*

Route

3.92 *The ERR would cross land owned and managed by the Cullompton Community Association [CCA] and MDDC provisionally prefer an alignment running mainly adjacent to the railway. This would require the relocation of a number of sports uses but Policy AL/CU/14b provides for replacement open space and sporting facilities before the construction of the road. A route for the ERR which crosses the open space between Station Road and Meadow Lane is justified in principle.*

Environmental Effects

3.93 *Criterion a of Policy AL/CU/14 commits MDDC to undertaking a public consultation exercise before the route of the ERR is determined. There is no evidence of any adverse environmental impact, for example on wildlife, trees, flood risk and the enjoyment of the CCA land, that could not be satisfactorily addressed. Indeed the ERR could provide opportunities for improved planting and wildlife habitats in the area and to further enhance the value of open space.*

Delivery

3.94 *The construction of the ERR is reliant upon developer contributions from the allocated housing sites. However, the ERR is ranked as high priority by MDDC and very high priority by the CHA to receive CIL funding, demonstrating a clear public commitment to the scheme. Therefore, despite the range of matters to be taken into account in the design, including flood risk alleviation, there is no reason why the ERR cannot be delivered within the plan period.*

Alternative Route

3.95 Consideration has been given to a western relief road associated with development to the north west of the town. However, technical evidence shows that such a route would not solve problems of congestion and air quality in the town centre as travel distances would be longer, carbon impact would be greater and congestion would still occur in Fore Street. There is no substantive evidence that a western relief road would provide the same or greater traffic benefits than the proposed route to the east, whereas proposed improvements to accessibility north and west of the town would complement the benefits of the ERR.

North West Cullompton [Policies AL/CU/1-7]

Access and Infrastructure

3.100 The proposed north west Cullompton development would be served by local access roads whilst the ERR would bring effective improvements to traffic congestion and air quality overall. The substantial scale of the development would enable the provision of a range of community facilities, including a new primary school and a community building. A phasing strategy would encourage housing and infrastructure to come forward in step according to a master plan. Such issues of accessibility, infrastructure provision and phasing are properly addressed by Policies AL/CU1-7

You can see there is a clear distinction between the role of the two routes one being a Relief Road, the other a Local Access road.

Since this time we have carried out more surveys to identify where traffic is going. We undertook a Roadside Interview Survey in the Cullompton High Street on 28th June 2012.

The data shows that the largest movement is towards the M5, with almost 50% of traffic looking to get from south Cullompton or the villages south of Cullompton to the M5. The amount of through traffic from South of Cullompton to North of Cullompton is very small. Only 5% of the traffic in the High Street is travel through Cullompton. This could transfer to the Eastern relief Road and Millennium Way.

More recently we have just undertone a traffic count on Kingfisher Reach and the flows are quite low. In the order of 1,500 vehicles a day.

One final issue related to the delivery of the ERR. In paragraph 3.94 the inspector identified that the cost of the ERR would be funded by developer contributions.

2 Swallow Way Layout

The Swallow Way layout is typical of new roads built in that era. It is approximately 6.8m wide road with verges and pedestrian crossing refuges. Near the refuges and bends the carriageway widens to accommodate these features. There is no frontage access of properties on to the road, it is typical of roads of the time that are characterised by it being dominated by fences and walls at the rear and sides of properties. With little natural overlooking this type of layout is not favoured by vulnerable user groups as a friendly pedestrian environment. It is very vehicle dominated layout with its wide verges it approaches 20 metres of total highway width in places. It has a large land takes and speeds can be high on roads of this nature. Fortunately Swallow Way does not have a collision problem

There is experience of roads built to a similar standard as Swallow Way having a speeding problem, collision history, and in some cases fatalities.



In 2007 Manual for Streets (MfS) was published, which was augmented by MfS2 in 2010. It specifically encourages development with direct frontage access, noting there is no correlation between this and collisions. Using revised visibility splay criteria its layouts are much more efficient in terms of land take.

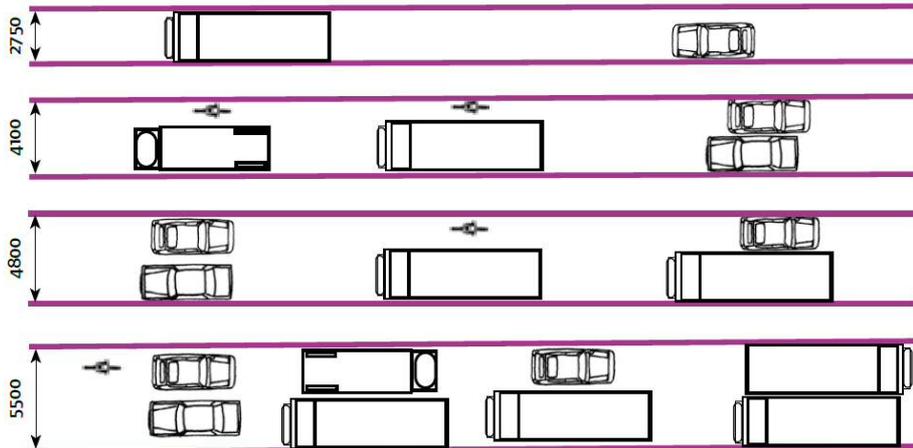


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

The initial Kingfisher Reach designs from the developer in 2008 followed many of the principles of the MfS, including frontage development, which the Highway Authority accepted. The overall development layout was required to meet Mid Devon District Council's (MDDC) parking standards, which at the time reflected the lower criteria set out in Planning Policy Guidance Note 13

Unfortunately a third party exerted considerable pressure on the Local Planning Authority regarding the road design for various reasons. This included commissioning by the third party of safety reports. The conclusions drawn in the reports that a layout that restricted speeds to 20mph was required. As a consequence of this pressure and other concerns expressed by MDDC Planning Committee members the road design evolved further and was eventually agreed by the Committee after being revisited a number of times. This included reviewing the traffic calming elements of the scheme, which anticipated that on street parking would play a role in this.

In order to ensure that their aspirations for the road layout were met MDDC Planning Committee members attached a specific condition that MDDC had to approve the road adoption agreement details. The agreed layout of Kingfisher Reach is generally 6 metres wide, with some widening at bends.

The road is currently being constructed in line with the approved drawings. It remains a live construction site with ongoing building of dwellings. As a consequence there is still quite a presence of contractors vehicles parked on the streets throughout much of the day. Some sections of the road have not yet had their final layer laid due to the ongoing use by construction vehicles. Whilst an agreement to eventually adopt the road as highway maintainable at public expense is in place, at the current time the roads are private.



The street has direct frontage access, junctions with side roads and block paving surface areas at key locations. It is apparent that there is some on street parking and parking on pavements which can slow traffic and certainly gives it a very different feel from Swallow Way. It is possible that the parking standards, and location of parking courts, are such that at times residents park on the highway rather than use their off street facilities. When the road is complete and functioning normally the Highway Authority will review its operation to ascertain whether selected parking restrictions are necessary.

The new road proposed at North West Cullompton road is intended to be 6.5m wide, with parallel parking bays beside the carriageway. In line with the guidance in the MfS and MfS2 it will feature properties with direct frontage access.

Traffic flow and road safety for streets with direct frontage access

The relationship between traffic flow and road safety for streets with direct frontage access was researched for MfS. Data on recorded accidents and traffic flow for a total of 20 sites were obtained. All of the sites were similar in terms of land use (continuous houses with driveways), speed limit (30 mph) and geometry (single-carriageway roads with limited side-road junctions). Traffic flows at the sites varied from some 600 vehicles per day to some 23,000 vehicles per day, with an average traffic flow of some 4,000 vehicles per day.

It was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.

Links with direct frontage access can be designed for significantly higher traffic flows than have been used in the past, and there is good evidence to raise this figure to 10,000 vehicles per day. It could be increased further, and it is suggested that local authorities review their standards with reference to their own traffic flows and personal injury accident records. The research indicated that a link carrying this volume of traffic, with characteristics similar to those studied, would experience around one driveway-related accident every five years per kilometre. Fewer accidents would be expected on links where the speed of traffic is limited to 20 mph or less, which should be the aim in residential areas.

Extract from Manual for Streets - page 96



Dear Judy, Gordon and Michael

You will recall that Jenny Clifford contacted the Town Council and Neighbourhood Planning Group to inform you that Mid Devon was investigating submitting an Expression of Interest in respect of the Government's Locally-Led Garden Villages and Towns prospectus and I attach a copy of Jenny's email for information.

A garden village in this context would be a new settlement of between 1,500 and 10,000 new dwellings, based on garden village principles and be attractive, high quality places **with local support**. The bid is anticipated to be in respect of a garden village of up to 5,000 houses based around the East Cullompton allocation and the neighbourhood plan aspirations for this area. The Expression of Interest must be led by the Local Authority but it is important that there is community support for the project. Although the garden village would be need to be a discrete new settlement to be eligible, it can also support and help to improve facilities for the existing town and would complement rather than compete with the existing town. The benefits of a successful bid could include delivery funding, for example dedicated Local Authority resources to help deliver the project and masterplanning, funding for studies to form the evidence base, brokerage across government, for example with Highways England and Network Rail, access to government housing funding schemes (starter homes, affordable housing) and other government funding sources such as the free schools programme and roads and rail capital programmes, including new rail station funding.

In order for the Expression of Interest to be successful, it is essential that we can demonstrate community support for the project. In this respect, formal letters of support from both the Town Council and the Cullompton Neighbourhood Plan Group would greatly improve the chances of a successful bid. The Expression of Interest needs to be submitted before 31st July 2016 and there is not much time to put together the documentation. I would be grateful if you could let us have your letters of support by Friday 22nd July 2016 in order for us to finalise and submit the Expression of Interest the following week. We will also be asking for support from Local Ward Members, Devon County Council, the Local Enterprise Partnership, Neil Parish MP and stakeholders such as the Environment Agency.

Please see links to the prospectus and additional guidance:

<https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities>.

If you would like to discuss this, please let me or Jenny know.

Kind regards
Tina Maryan
Area Planning Officer