



All members of Cullompton Town Council are hereby summoned to attend
a meeting of the **Town Council** to be held on
Thursday 9 February 2017 commencing 7pm at Cullompton Town Hall

Judy Morris

SIGNED: Mrs Judy Morris (Town Clerk)

DATE: 2 February 2017

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 26 January 2017 (Appendix A).
5. **MID DEVON LOCAL PLAN:** Presentation by and discussion with MDDC Forward Planning Officer Adrian Welsh
6. **TO CONSIDER AND APPROVE RESPONSE TO THE MID DEVON LOCAL PLAN REVIEW PROPOSED SUBMISSION CONSULTATION:** The Council's response to the initial consultation in 2015 is attached at Appendix B. The Cullompton section of the Local Plan Review document is attached at Appendix C. Further information is available at: <https://www.middevon.gov.uk/residents/planning-policy/local-plan-review/>

7. DATE AND TIME OF NEXT MEETING: Thursday 23 February 2017 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.

APPENDIX A



MINUTES of a Meeting of Cullompton Town Council held on

Thursday 26 January 2016 commencing at 7pm in Cullompton Town Hall

PRESENT: Deputy Town Mayor Cllr Martin Smith (in the chair)

Cllrs: Daniel Barnes, James Buczkowski, Karl Busch, Iain Emmett, Camille Harrison, Janet Johns, Chris Stanford, Mike Thompson and Richard Thorne

Mrs Judy Morris: Clerk

Also in attendance: Cllr John Berry (DCC), PCSO Jonathan Sims and two members of the public

125. APOLOGIES received and accepted from: Town Mayor Cllr Rachel Sinclair (health) and Cllrs: Eileen Andrews (health), Gordon Guest (personal) and Kate Haslett (personal).

126. DECLARATIONS OF INTEREST:

- (i) **Cllr Mike Thompson** declared a personal interest in respect of a question in Public Question Time, relating to Shortlands Lane as he had been involved in researching the status of the lane.

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

NOTE: Cllr James Buczkowski, once he understood the nature of the question, declared a pecuniary interest in the item below, as he has an interest in property owned by his late Father in Archers Close, off Shortlands Lane. He withdrew from the meeting whilst the discussion took place.

- (i) **Mr Mike MacIlroy:** Background information circulated to all Councillors present. He asked the Council to remove a copy of a highway report from its records and return it to the local resident that had commissioned the report as Mr MacIlroy felt that the report was not 'fit for purpose'.

Note: The report was given to the Council by the resident that commissioned the report for information purposes.

Cllr Mike Thompson objected to the document that had been circulated to the Councillors. His particular concern being that the document refers to the report as being 'criminal'.

The Chairman explained to Mr Macllroy that the report would be treated in the same way as all the other information that the Council holds on the subject of Shortlands Lane. It was further explained that the Council will respond in writing to his question.

Mr Macllroy continued to press his point after the three minutes allowed for public questions had expired. The Chairman asked him on several occasions to stop talking so that the Council could continue to the next item of business. When it became evident that Mr Macllroy was not going to keep quiet the Chairman asked him to leave the meeting. Mr Macilroy ignored this request and continued to press his point.

RESOLVED: That the meeting is adjourned until Mr Macllroy leaves the meeting. Proposed Cllr Martin Smith, seconded Cllr Iain Emmett.

PCSO Jonathan Sims joined the meeting and escorted Mr Macllroy from the meeting.

The meeting was restarted at approximately 7.20pm.

Cllr Mike Thompson asked that the Council seeks legal advice in relation to the content of the document presented to the Council by Mr Macllroy.

RESOLVED: That the Clerk seeks legal advice, on behalf of the Council, in relation to the content of the document headed "Highway law survey" presented to the Council by Mr Macllroy. Proposed Cllr Mike Thompson, seconded Cllr Iain Emmett.

(ii) **Mr C Snow** asked questions with regard to the following:

- Informal meetings: is the council aware that it is not good practice to hold informal meetings?
- Concern that Councillors who are also members of the Town Team did not declare a personal interest at the meeting held on 15 December 2016 when at Item 118 (ii) it was resolved that the Town Council administers funds for the Town Team and the money currently held by MDDC is transferred to the Town Council.
- Agendas for past meetings not available on the Town Council website.
- Concern that the Town Council is making a claim against its own insurance for the loss of the Deputy Town Mayor's chain of office. Considers that the Deputy Town Mayor should pay for a new chain from his own pocket.

128. MINUTES: the Minutes of the previous Full Council meeting held on 15 December 2016 were approved and signed as a correct record. Proposed Cllr Janet Johns, seconded Cllr Richard Thorne.

129. MID DEVON LOCAL PLAN: To consider holding a meeting on Thursday 9 February to approve a response to the Mid Devon Local Plan.

RESOLVED: That the Council holds a meeting on 9 February to approve its response to the Local Plan consultation, MDDC Forward Planning Officer to be invited to attend the meeting. Proposed Mike Thompson, seconded Cllr Iain Emmett.

130. REPORTS

(i) **Town Mayor's Report:** In the absence of the Town Mayor, the Deputy Town Mayor reported that he had been invited to make a presentation at the MDDC Annual Civic Service at St Andrews Church on 12 March. He also reported that a letter of resignation had been received from Cllr Chaim Ebanks.

RESOLVED: That the Council accepts the resignation of Cllr Chaim Ebanks and sends a letter of appreciation for all his hard work whilst a member of the Council. Proposed Cllr Martin Smith, seconded Cllr Richard Thorne.

(ii) **Police Report:** PCSO Jonathan Sims explained that he had been appointed to replace PCSO Katy Butt. New sergeant recently appointed, Vicky Greenwood, now have a full compliment of staff to cover the town. Recorded crime for December up 6.7%. He explained that he would not be able to attend all the Council's meeting but would send a report to the meetings if unable to attend in person.

PCSO Jonathan Sims left the meeting.

RESOLVED: That a letter of appreciation is sent to PCSO Katy Butt for her hard work during her time working as a PCSO in Cullompton. Proposed Cllr Martin Smith, seconded Cllr Janet Johns.

(iii) **County/District Councillor Reports.**

(a) **Devon County Councillor John Berry's** reported included:

- Still trying to get DCC permission to place cones on the highway to deter parking when the M5 is closed.
- Attended meeting at Cullompton Community College to discuss expansion plans to accommodate additional students resulting from proposed new housing development.
- Concern about cuts in funding to schools.
- In discussion with Gregory's about ways to improve access from Kings Mill Road onto Station Road at peak times.

Cllr Daniel Barnes stated his concerns about cuts in funding for local schools. Cllr John Berry confirmed that a group of headteachers from Devon will be meeting with central government ministers about this.

RESOLVED: That the Council writes to Devon County Council expressing its serious concerns about reductions in funding for local schools when they are already underfunded when compared with the national average. Request justification for this decision. Copies to MP and Secretary of State for Education. Proposed Cllr Martin Smith, seconded Cllr Daniel Barnes.

Cllr Daniel Barnes left the meeting.

(b) **Mid Devon Councillor Karl Busch** reported on discussion with Gregorys with regard to the Kings Mill Road/Station Road junction, garden village designation and economic development .

(iv) **Any other meeting reports.** None

131. BUSINESS AND FINANCE

(i) To approve the Financial Statements for December 2016

RESOLVED: that payments totalling £40,530.21 for December 2016 are approved and the Financial Statements for December 2016 are approved. Proposed Cllr Chris Standford, seconded Cllr Camille Harrison.

(ii) TAP Fund

- (a) To consider support for application from Bradninch 12th Night for £700 for road traffic management equipment. The Clerk asked the Council to consider its support for an application from Bradninch Town Council for £2,000 towards play equipment.

RESOLVED: That the Council supports TAP Fund applications from Bradninch 12th Night for £700 for road traffic management equipment and Bradninch Town Council £2,000 for play equipment. Proposed Cllr Chris Standford, seconded Cllr Janet Johns.

- (b) To approve submission of TAP Fund applications for cemetery notice board and Christmas Festival workshops.

RESOLVED: That the Council submits TAP Fund applications for cemetery notice board and Christmas Festival workshops. Proposed Cllr Chris Standford, seconded Cllr Karl Busch.

132. COMMITTEES: To receive the Minutes of the following Committee and Working Group meetings and approve the recommendations contained therein:

- (i) **Planning & Licencing Committee** meeting held on 8 December 2016, 15 December 2016 and 12 January 2017. *Noted*
- (ii) **Public Convenience Working Group** meeting held on 11 January 2017. *Noted*
- (iii) **Community Wellbeing Committee** meeting held on 10 January 2017. *Noted*
- (iv) **Policy, Finance and Personnel Committee** meeting held on 17 January 2017

RESOLVED: That the Minutes of the Policy, Finance and Personnel Committee meeting held on 17 January 2017 are noted and the following recommendations are approved.

- (a) That the Council agrees to pay the YMCA £19,500 to provide a youth service during 2017/18 and looks to find the additional £2,500 budget shortfall from sources such as grants. (Proposed Cllr James Buczkowski, seconded Cllr Karl Busch)
- (b) That the Council pays RBS Software £399 plus travelling expenses to provide one day's training and advice. (Proposed Cllr Mike Thompson, seconded Cllr Iain Emmett).
- (c) That all members of the Policy, Finance and Personnel Committee are authorised to sign cheques and approve internet banking payments (any two to sign). Proposed Cllr Richard Thorne, seconded Cllr Mike Thompson.

- (v) **General Purposes Committee** meeting held on 17 January. *Noted*

133. NOMINATION FOR INCLUSIVE IN BALLOT FOR TICKETS TO A BUCKINGHAM PALACE GARDEN PARTY.

RESOLVED: That the Town Mayor Cllr Rachel Sinclair is nominated for inclusion in the ballot for tickets to a Buckingham Palace Garden Party.

134. COMMUNITY AND ENVIRONMENTAL MATTERS

- (i) **Kingfisher Reach/Swallow Way: To receive report of meeting with Environment Agency re planting alongside leat in public open space area.** Clerk reported that the meeting had been very successful. The Environment Agency agreed to work with the developer and planning officers to agree an appropriate planting scheme that can be extended through future phases of the development.
- (ii) **Swallow Way road report: To receive report of meeting held with DCC Highway Officers and agree way forward:** The Chairman reported that it had been a positive meeting.
- (iii) **Kingfisher Reach development meeting: To receive details of meeting and agree who will attend on behalf of the Town Council.**

RESOLVED: That the meeting, due to be held on 2 February, starts at 6.30pm. Council representatives to attend the meeting agreed as:

Cllrs: Daniel Barnes*, Iain Emmett, Gordon Guest, Martin Smith, Mike Thompson and Richard Thorne.

*Check whether Cllr Daniel Barnes is able to attend, if not then Cllr Janet Johns to attend.

- (iv) **Play areas: To receive response from Mid Devon District Council regarding funding for play areas and agree way forward:** *Noted*
- (v) **M5, J28: To receive response from Highways England with regard to emergency plan in the case of motorway closure:** Response discussed.

RESOLVED: Investigate whether there is any legal way in which Chapter 8 qualified personnel can place cones on the public highway. Proposed Cllr Martin Smith, seconded Cllr Camille Harrison.

Also Cllr Chris Standford offered to find out what other towns in a similar situation to Cullompton e.g. Bridgwater do when the M5 is closed.

- 135. ST ANDREWS CAR PARK: To consider terms and conditions for parking and wording for signage:** Clerk reported that it had proved difficult to find wording for car park signs which was simple for people to understand and also provided clear information about the terms and condition of parking.

RESOLVED: That the terms and conditions of parking at St Andrew car park are simplified. Proposed Cllr Chris Standford, seconded Cllr Janet Johns.

RESOLVED: That as the time was 9pm, that the meeting continues for another 15 minutes. Proposed Cllr Martin Smith, seconded Cllr Iain Emmett.

136. MOTIONS PUT FORWARD BY COUNCILLORS

- (i) **That the Council obtains legal advice about any legal action that can be taken to resolve any of the range of problems currently being experienced by residents of new development.** (Cllr Gordon Guest).

RESOLVED: That, as Cllr Gordon Guest was not present, this item is deferred until the next meeting.

- (ii) **That the Council sets up a Planning & Development Scrutiny Committee** (Cllr Richard Thorne)

RESOLVED: That the proposal to set up a Planning & Development Scrutiny Committee is considered further at the next meeting.

137. CORRESPONDENCE

- (i) **Devon Countryside Access Forum:** Looking for new members. *Noted*
- (ii) **Devon Communities Together:** Developing a new Healthy Ageing Framework with a group of interested Town/Parish Councils. *Noted*
- (iii) **Healthwatch:** Newsletter. *Noted*
- (iv) **Cycle/running race:** Sunday 4 June, from Killerton, will use the roundabout at Padbrook to turn around and back to Killerton. *Noted*
- (v) **East & Mid Devon Community Safety Partnership:** Annual conference, 5 April at Broadclyst Victory Hall. *Noted*

138. DATE AND TIME OF NEXT MEETING: Thursday 9 February 2017 at 7pm.

The meeting closed at 9.20pm

SIGNED: _____

DATE: _____



Town Clerk: Mrs Judy Morris BA(Hons)

APPENDIX B

The Town Hall
1 High Street
CULLOMPTON
Devon
EX15 1AB

www.cullomptontowncouncil.gov.uk
town.clerk@cullomptontowncouncil.gov.uk
01884 38249

Mr J Guscott
Head of Planning and Regeneration
Mid Devon District Council
Phoenix House
Phoenix Lane
TIVERTON
EX16 6PP

27 March 2015

LOCAL PLAN REVIEW CONSULTATION

Cullompton Town Council is pleased to note that Cullompton has become a strategic development location but considers that the Council should be directly involved in s106 Agreement negotiations with developers to ensure that, in terms of infrastructure, priorities are influenced at a local level.

Local Plan Maps:

- Cullompton Town Council is pleased to note that CU20 safeguards land at Meadow Lane for the expansion of the Community College.
- It is pleasing to note that land is safeguarded for a railway station but it is unclear whether or not this location would necessitate the relocation of the motorway services and, if so, whether a site has been allocated for this.
- When comparing the current and proposed development maps, it is noted that land allocated as CU13 a-d has been replaced by the significantly smaller CU18. It is considered that this site is insufficient employment land to last until 2033 if Cullompton is to benefit from being on the M5 access corridor. The Council would like the previous policy reinstated.
- 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 have been requesting since 2013.
- It is considered that CU17 should include space for retail outlets of medium size similar to the ALDI/Home Bargains units but located closer to Mole Valley Farmers.
- CU13 and CU14 at Knowle Lane and Wear Park will add in the region of 800 houses and it is considered that, in addition to the proposed community buildings, a Multi Use Games Area (MUGA) and a tennis court should be provided within the GI green allocation.
- CU21 is adjacent to Cullompton Rugby Football Club (RFC). It is considered that a land swap should be done with developers in order that the RFC has space to expand at its

- current location. In addition, consideration should be given to relocating the rifle club from the Town Centre to this location and providing a proper shooting range.
- At CU15, there is concern about the width of Exeter Road and whether the highway may need to be widened to enable safe egress.
 - It is considered that CU1 to CU6 should protect Goblin Lane as a wheelchair accessible walking and cycling route. This will require an upgrade to the surface and, once completed, will form a core foot and cycle route within the NW Extension.
 - St Andrew's Primary School requires a sports field, this should be located within the NW extension, behind Cullompton Cemetery. This is an essential requirement to ensure effective education delivery by the existing primary school and the exact location requires careful planning.
 - The allocation at CU1 to CU6 should be allocated to the Parish boundary as land within the flood plain could be used to increase the GI.
 - Please confirm that the NW Extension through road will connect with Rull Lane instead of Tiverton Road.
 - The allocation CU7 to CU12 does not extend to the Parish boundary to the North. The RFC, Cricket Club, Football Club, Bowls Club and Cullompton Community Association Recreation Fields are all under threat from housing and infrastructure development and this land to the North of CU7 to CU12 should be allocated as GI to provide for the relocation and expansion of these facilities.
 - Cullompton Town Council has been requesting a bus station at CU19 close to the Tesco store since 2013. This would allow coaches from the M5 to drop off and collect passengers who would then be able to connect with local transport services. If the railway station is re-established, then this bus station would be a short walk from it and shared parking can be provided for car sharing and commuters.
 - It is considered that land at Exeter Road (formerly CU12) would make an ideal location for more medium sized retail outlets (such as electrical stores) and this site should be reserved for retail rather than housing.

Community Facilities

It is considered that developers must be able to make contributions to the improvement of existing community facilities (such as the John Tallack Youth and Community Centre) rather than providing an additional, and possibly unsustainable, community building. In addition, in-kind improvements should be conditioned in existing public open space such as the Cullompton Community Association Recreation Fields. It is considered that, should a new Community building be negotiated as part of the s106 agreement (as is the case at Knowle Phase 2 and the NW Extension) and a viable and sustainable use for that building cannot be found, in kind and cash contributions for improvements to existing community facilities should be substituted.

Sports Facilities

Open spaces are provided within the proposed local plan which is a positive step. However, some developers make a distinction between public open space and a sports facility. In addition, many do not consider the need to provide sports facilities within a public open space. MDDC need to make it quite clear in the revised local plan that open space can include such facilities as allotments, MUGAs, sports pitches, tennis courts and community orchards as well as play parks for toddlers.

Cullompton Town Council would like pairs of tennis courts provided within the strategic developments of Knowle Lane Wear Park, NW Extension and East Cullompton and on existing land

at Meadow Lane. Cullompton Town Council has had discussions with the Lawn Tennis Association and has received advice on the types of court and booking systems that could be used in Cullompton.

It is considered that the following sports facilities should be safeguarded and improved:

- Cullompton RFC currently has 3 pitches, one of which has been put up for sale by the landowner and listed with potential to develop. It is important that the remaining pitches are safeguarded together with the club house and car parking facilities. There should also be an expectation that any future development on that piece of land will make good the loss by providing another pitch as close as possible to the existing club. Should the RFC be required to relocate, a new site of 10-12 acres should be provided to provide for 7 pitches, a club house, parking, changing rooms, stands and floodlighting. In addition, a site of this size is required for the expansion of the club and it is considered that adding part of CU21 for this would resolve the issue of the club's sustainability.
- The cricket and football clubs are under threat from the Eastern Relief Road and a new junction for the M5. If the cricket club is forced to relocate, a flat area to provide for 2.5 pitches, practice nets, car parking, a club house and changing rooms should be provided. If the football club is forced to relocate, an area of 10-12 acres will need to be provided for 7 pitches, including a 3G pitch, with associated infrastructure.
- Alongside Millenium Way, there is a water meadow which cannot be developed for housing as it is in the flood plain. However, it has the potential to make a pleasant riverside walk with a fully accessible tarmac footpath to become a countryside park. This area should be safeguarded.
- The field currently leased by Willowbank Primary School at Knowle Lane and used for sport and the fields at Meadow Lane currently used for sport by the Cullompton Community College must be safeguarded for as long as they are required to be used for this purpose.
- There are currently no tennis courts for public use in Cullompton. A meeting has taken place with the Lawn Tennis Association which has provided advice on the installation of future tennis courts and has recommended pairs of hard courts with high fencing and electronic key fob access. Access fobs would be purchased from Cullompton Town Council annually and an online booking system can be used. The LTA has indicated that similar systems are operating successfully nationwide. Cullompton Town Council requires pairs of tennis courts to be provided as part of the developments at Knowle Lane, the NW Extension and East Cullompton as well as on existing green space at Meadow Lane.
- The Cullompton Swimming Pool Campaign intends to build a community run swimming pool within the Padbrook Park Golf and Country Club and this site needs to be protected.
- The Padbrook Park Gold and Country Club provides an 18-hole golf course with associated infrastructure and is considered to be a significant amenity to the town attracting visitors and settlers to the town. This amenity should also be protected.

Public Footpaths, Public Rights of Way and Cycle Paths

The developers of Knowle Lane claim to be unaware of public footpaths crossing the development but a map from DCC Rights of Way confirm their existence. The April 2014 s106 for the Knowle Lane development made no mention of them and this needs to be addressed. Although the MDDC plan does refer to cycle paths for Cullompton, it does so in a very general way.

The Council would like the following statements included in the MDDC plan:

- Cullompton to be developed with a comprehensive network of all-weather cycle and walking routes connecting the town centre with new development and recreation sites.

- An all-weather North/South cycle route to be provided from the parish boundary on Willand Road to the Culm Valley Leisure Centre.
- An all-weather cycle route to be provided connecting the Knowle Land developments with the Town Centre and Cullompton Community College together with another route from Stoneyford to Last Bridge and Duke Street to provide an alternative route for pedestrians and cyclist and avoiding J28 of the M5 motorway.
- Provide a cycle route connecting Cullompton to Tiverton Parkway railway station, Tiverton canal and connecting with the Sustrans National Cycle route 3 at Willand.
- Better walking and cycling routes in the Cullompton will help promote walking and cycling as part of a health lifestyle and assist in the reduction of traffic. Links to the National Cycle Route 3 at Tiverton Parkway will provide cycle access to the extensive Devon network of local and national cycle routes to which Cullompton is not currently connected. Six new cycle and wheelchair accessible routes are proposed:
 - A North/South route through the CCA Recreation Fields.
 - A circular accessible trail around the CCA Recreation Fields.
 - A route along Millenium Way.
 - An upgrade to the existing bridleway at Goblin Lane.
 - An upgrade to "Bluebell Lane" from St George's Well to Rull Lane.
 - A link to the National Cycle Route 3.
 - An upgrade to the route from Exeter Road, along Crow Bridge stream, through Knowle Lane to link with the public footpath crossing from Ponsford Lane to Knowle Lane.

Cullompton has a number of good public footpaths and bridleways surrounding the town. Most of these have new housing developments located across them and it is important to both protect and enhance these routes as they evolve from a rural to an urban context. There are opportunities for developers to upgrade all these existing footpaths by installing all weather tarmac surfaces, wheelchair and pushchair accessible gates, improving gradients and making the footpaths a feature of these developments.

Leisure Facilities

There is a need to substantially expand the leisure facilities in Cullompton to bring the town up to the standard of other towns of a similar size. For example:

- Use all the available land at Meadow Lane for leisure linked to the Culm Valley Leisure Centre. This area to act as the focal point for the 12+ age group. These leisure facilities should include tennis courts, climbing walls, MUGAs etc.
- Identifying Linear Park (North), Upcott Field and Swallow Way (Centre) and Knightswood (South) as the core play parks to receive investment and upgrading.
- There are several leaflets promoting local walks in Cullompton but most of these walks are inaccessible to wheelchair users. Consideration to be given to developing some of these walks into wheelchair accessible trails in accordance with DCC guidance.
- The development of a new cycle route from Cullompton that connects with the National Cycle Route 3 at Willand enabling local people and tourists to access the wide range of Devon Cycle Trails.

Play Parks in Cullompton

There are a large number of small play parks with two or three pieces of equipment targeted at the infant and toddler age groups. These area provide very little play value and often become

meeting places for older children. A change in policy is required to ensure that new development focuses on fewer parks. These should be larger and include more variety of equipment for the 5 to 14 age groups. Alongside these should be grass areas that can be used as, for example, a 5-a-side football pitch that is fenced and free from dogs. Climbing boulders for older children to be included as well as MUGAs and tennis courts as standard.

MDCC has requested consultation with Cullompton Town Council concerning closing up to 10 play parks and it is considered important to identify and protect the following parks and green spaces:

- Clover Drive.
- Crossparks.
- Knightswood.
- Meadow Land green space.
- Crow Bridge green space including relocating Tufty Park from the existing site to the green field opposite).
- Hayman's Close.
- Hayman's Green.
- Upcott Field.
- Land behind the cemetery in the NW Extension. It is considered that there are several possibilities, for example a grass football field with a storage building and toilets for the public and St Andrew's Primary School, road access to the Tiverton Road allotment field, additional land for allotments, additional land for burials and public green space and cycle route.
- Headweir Road.
- Linear Park.
- Saxon Way.

Design of Housing

With reference to long-term sustainability and environmental impact, it is evident that the model used for the first section of Swallow Way, with cul-de-sacs taken from a central through road, provide for better community groups, car parking and safety for children and the elderly. In some developments, varied external finishes have been used (e.g. stone effect, brick, render, porches, pillars and various colours of window frames and doors which make developments more attractive.

Sustainable Design

The following list provides guidance on making housing development accessible to those with disabilities and should be considered when determining housing types in a planning application:

- RNIB Building Sight (ISBN 1-85878-074-8) details interior design solutions to aid those with a visual impairment.
- Wheelchair Housing Design Guide 2nd Edition by Stephen Thorpe.
- Guidance in these, and other, publications can help guide external colour schemes, e.g. pink paving slabs at a crossing or dropped kerb is far more visible to the visually impaired than yellow slabs.

There is insufficient parking provided in new developments (this is evidenced by the number of cars parked at the roadside and on pavements at Kingfisher Reach). It is considered that parking for new dwellings should be provided as follows:

- 1-3 bedroomed dwelling should have 2 off-road parking spaces in addition to a garage.
- Dwellings with 4 or more bedrooms should have 3 or more off-road parking spaces in addition to a garage.

Waste Management

It is considered that new dwellings should have rear access to move bins to the road for collection. Terraced houses and apartments should have storage built to the front of the property and this should be designed to be aesthetically pleasing.

Jobs Creation in Cullompton

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

- Increase the land allocation for industrial/commercial units.
- Increase the allocation of land for commercial/retail outlets.
- Improve and simplify the planning process for retail/commercial businesses within the town centre.
- Market Cullompton to attract inward investment.
- Expand the fibre-optic broadband connection to the industrial estates and hinterland of Cullompton.
- Attract new businesses and shops.
- Promote tourism and leisure in the area stressing, for example, that within 10 minutes walk of the Town Centre there is a golf course, fishing lakes, bowls, rugby, football, 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 local people.

Commercial Development and Business Parks

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

New Bus Station

Cullompton Town Council are delighted that an allocation for a new railway station has been included to support economic growth, commuters, trade and tourism. MDDC has included this in the review of the Local Plan but DCC have indicated that it is a long-term project.

Cullompton Town Council would like to see a new bus station built. This would be close to the M5 Junction 28 to allow coaches to call into Cullompton whilst acting as a hub for local bus services. It could be built many years before the railway station mentioned above. In particular, it would act as a bus station for workers commuting to Exeter and Taunton and students accessing post-16

education in Tiverton, Taunton and Exeter. An ideal location for the bus station is considered to be the previously allocated CU14 adjacent to the Tesco store where there already exist two good pedestrian routes to the Town Centre.

Effects of the Closure of the M5 on Cullompton

A key issue for Cullompton, unlike Crediton or Tiverton, is the consequences of the closure of the M5 due to accidents and incidents. At these times, Cullompton High Street, Fore Street and Exeter Road become the only alternative route for M5 traffic. In the recent incidences of flooding in 2012 and 2014, there were problems on the B3181 North and South of Cullompton and if these had coincided with a closure of M5 the problem would have been significantly compounded.

Cullompton Town Council 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. A detailed strategy is required that sets out how to manage a closure of the M5 and listing the improvements required to the strategic road network in Cullompton to cope with the volume of traffic when the M5 is closed.

A relief road is required that to divert traffic from the town's main streets. Then Cullompton Fore Street can become one-way from Tiverton Road to the Lower Bull Ring, pavements can be widened and short-term on-street parking can be provided for shoppers. This will encourage people into the town centre and improve its viability and vitality.

Allotments

All new housing developments within Cullompton should include an allocation for allotments, particularly the large scale developments at CU13, CU14, CU16 and CU1-12.

Cullompton Community Association Recreation Fields

The CCA Recreation Fields consists of 32 acres of public open space and are central to Cullompton as a growing town yet are under-developed. There is no reason why housing developer green space funding cannot be used to fund improvements to this area and Cullompton Town Council wish to see this option included in the MDDC plan and included in s106 agreements. The site lies on the flood plain and is regularly flooded, even in the summer months, the water table is sufficiently high as to make the grassland boggy under foot. It is an ideal site for improvement as a nature and environmental habitat with ponds and public access facilities. As such, it is considered unsuitable for a distributor road as it will be flooded and unusable many times each year.

Should these fields be lost to development or development related infrastructure, such as the Eastern Relief Road, there is an expectation that alternative accessible and flat land would be provided to replace them.

Public Open Space Agreements

Cullompton Town Council considers that they must be involved in s106 negotiations and be able to ask for some of these funds or in-kind works to be off-site. For example, the NW Extension developers could be asked to provide a cash or in-kind contribution to the improvement of the CCA Recreation Fields.

Cullompton

3.61 Cullompton will develop as a fast growing market town and will become the principal focus of development for the district in the medium to long term in accordance with the development strategy set out in Policy S11.

3.62 Cullompton Town Council is preparing a neighbourhood plan which may contain policies and site allocations additional to those in the Local Plan. The neighbourhood plan is subject to a separate process of consultation and examination. Local Plan allocations to the north-west and east of Cullompton have strategic implications for Mid Devon and neighbouring districts, particularly with regard to impacts on the strategic road network. The Local Plan takes precedence over any neighbourhood plan where strategic policies are concerned.

3.63 The following table summarises the development supply for Cullompton.

Use	Commitments at 31 March 2016	Completions from 1 April 2013 – 31 March 2014	Uncommitted Allocations (within the plan period)	Total
Housing (dwellings)	209	487	3,118	3,814
Commercial (employment, retail and leisure) square metres floorspace	19,669	3,598	57,000	80,267

Table 15: Development supply in Cullompton

3.64 Six sites are allocated for housing in Cullompton, excluding one contingency site at Colebrook that will be permitted to come forward if the Council's housing supply proves insufficient, as set out in Policy S4. All housing sites are considered achievable in principle, corresponding to a Cullompton map that accompanies this document. **Four sites are wholly or partially without planning permission and these are shown below:**

Site	Policy	Gross Site Area (ha)	Net site area (ha)	Allocated dwellings
North West Cullompton	CU1-6	95	60	1,350
East Cullompton	CU7-12	160	96	1,700
Knowle Lane	CU13	9.8	5.9	30
Ware Park & Footlands	CU14	2.1	1.3	38
Exeter Road	CU15	1.4	1.1	45
Cummings Nursery	CU16	5.3	3.2	120
Total				3,333

Table 16: Housing allocations, excluding sites/dwellings with planning permission

3.65 Knowle Lane (Policy CU13) has planning permission for ~~285~~266 dwellings. Part of the site remains undeveloped and this is represented in Table 16. **Similarly Exeter Road (Policy CU15) has permission for 24 dwellings with the remainder shown above; there is uncertainty about the remainder of the site (it was originally allocated for 45 dwellings) and the balance is no longer shown above. Cummings Nursery (Policy CU16) now has commenced construction with permission for 100 dwellings.**

3.66 Land for commercial development is allocated within the north-west and east Cullompton urban extensions, and also at Week Farm and Venn Farm in the Kingsmill area.

3.67 The amount of floorspace to be provided by commercial development depends on the use. For instance, office development on multiple floors provides a greater amount of floorspace per hectare than a single-storey warehouse, and some commercial uses require more land for parking than others. Floorspace assumptions for different uses are set out in the methodology for Strategic Commercial Land Availability Assessment (SCLAA), but the Council recognises that this is only a starting point and a higher or lower density of development may be justified depending on the nature of the proposal that comes forward.

Site	Policy	Gross site area (ha)	Net site area (ha)	Floorspace (sq.m)
North West Urban Extension	CU1-6	95 100	3	21,000 10,000
East Cullompton	CU7-12	160	5	20,000
Week Farm	CU17	10.7	8.7	15,000
Venn Farm	CU18	4.4	2.5	9,000 12,000
Total				65,000 57,000

Table 17: Allocations for commercial development

Policy CU1

North West Cullompton

A site of **10095** hectares to the North West of Cullompton is allocated for mixed use development subject to the following:

- a) **1350~~1200~~** dwellings with 28% affordable housing to include at least five pitches for gypsies and travellers and provision of extra care housing;
- b) 5% of housing to be provided as serviced plots for sale to self-builders;
- c) **10,000~~21,000~~** square metres commercial floorspace to include a care home or retirement complex, and other suitable uses such as a hotel or leisure development;
- d) Provision of at least 28 hectares strategic green infrastructure;
- e) Provision of a road linking Tiverton Road to Willand Road, and transport provision to ensure appropriate accessibility for all modes;
- f) Environmental protection and enhancement;
- g) Community facilities and primary school to meet local needs arising;
- h) Carbon reduction and air quality improvements;
- i) An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development; and
- j) Comprehensive Masterplanning of the development including at least two stages of public consultation and adoption of the Masterplan as a Supplementary Planning Document, before any planning application is determined.

3.68 Land to the north-west of Cullompton is currently in agricultural use. The western boundaries are formed by hedgerows, the eastern by Willand Road and the adjoining development. The southern end of the site wraps around the steeper northern and western slopes of St Andrews Hill, its southern edge again formed by hedgerows and development. A stream with a narrow flood plain runs west to east through the site, and another stream forms the boundary at the northern end of the site.

3.69 Development of this site must be carefully planned to ensure that impact on the landscape is minimised through measures such as avoiding the development of higher ground, appropriate landscaping and ensuring that areas at risk of flooding remain undeveloped.

3.70 There are severe traffic congestion problems on Cullompton High Street and at its junction with Tiverton Road, having an adverse effect on air quality, living conditions and the attractiveness of the town centre. This development will be required to provide a road linking Tiverton Road to Willand Road, not only diverting traffic from the new development away from the town centre but also providing an alternative route for other vehicles. [Traffic management measures on Willand Road and Tiverton Road will also be required. Devon County Council queue length monitoring at junction 28 of the M5 motorway indicates congestion at the AM peak. The development will need to mitigate its impact upon the junction's capacity through implementation of an improvement scheme, either to the existing junction or in the form of more extensive junction improvement works involving a second overbridge required in connection with development east of Cullompton under policy CU7.](#)

3.71 This development will also provide affordable housing including at least five gypsy and traveller pitches, contributing to the need identified in the Gypsy and Traveller Accommodation Assessment (2015). Part of the affordable housing provision should comprise extra care housing, which enables older people to live independently in homes that are purpose-built in clusters of 50 units, with 24 hour care and support services available onsite.

3.72 In addition, provision of around 60 serviced plots for self-builders will diversify the choice of housing for potential residents, providing a low cost and reasonably straightforward option for those who wish to build their own home.

3.73 The Council will consider a range of commercial uses on this site, subject to masterplanning. Industrial, warehouse and office development is primarily located on the east side of Cullompton, and not necessarily compatible with housing development, but this is a sustainable location for a number of other employment-generating uses. The site should include a residential care or nursing home to account for the aging population, or another form of development for the elderly which generates sufficient jobs. Self-contained retirement apartments where there is little or no onsite care will not be considered to constitute commercial development because they do not generate any significant number of jobs, but an extra care scheme or retirement 'village' or complex may be classed as commercial development if there will be a range of facilities and care services onsite. The site may also include other leisure or hospitality uses in addition to community facilities, a new primary school and various forms of open space.

3.74 The Local Plan sets out a framework for the development of North West Cullompton Urban Extension, but leaves many details for later consideration. The preparation of a masterplan in consultation with stakeholders, including the local community, is an important step in achieving a comprehensive development with wider community benefits. The Council will resist ad-hoc development of phases with no reference to the overall vision and development strategy for the urban extension. The developers will be expected to produce a number of further studies and surveys to support the masterplan and work in partnership with the Council to achieve its adoption as a Supplementary Planning Document.

Policy CU2

North West Cullompton Transport Provision

As part of the development of North West Cullompton, the following transport infrastructure will be provided **and funded by at the expense of** all new development within the site:

- a) Provision of a network of streets linking to the existing highway network, including a through route **suitable for buses** linking Tiverton Road to Willand Road **suitable for buses** and **allwider** agricultural vehicles;
- b) Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;
- c) Cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;
- d) Implementation of travel plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts;
- e) **Financial contributions to Bbus** service enhancements within, into and out of, the mixed-use urban extension; **and**
- f) **Financial contributions to Bbus** service enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton;
- g) **Financial contributions towards the Town Centre Relief Road and traffic management measures on Willand Road and Tiverton Road; and**
- h) **Financial contributions towards capacity improvements at junction 28 M5.**

3.75 The provision of appropriate transport infrastructure is a key requirement of the development. This can ensure that it is an attractive location for new development, that it minimises the impact on adjoining uses and accords with the need to promote sustainable development. **The development will need to mitigate its impact upon capacity at junction 28 of the M5 by financial contribution towards junction improvements.** The provision of a road through the site linking Tiverton Road to Willand Road will alleviate traffic congestion at the junction of Tiverton Road and High Street, and in the town centre generally. Combined with bus service enhancements and design which encourages non-car modes of travelling, this should reduce air pollutants in the town centre.

3.76 The development should be served by an attractive, convenient and safe network of sustainable transport routes, including bus, cycle and pedestrian. Streets appropriate for frequent bus routes should be provided so that as far as possible, all buildings are within 400 metres of bus stops. **These will need to be designed as part of the masterplanning process. Applications will be expected to respond to these aspirations and as set out in the adopted masterplan SPD for the site.** It is equally important that there is access to safe and direct cycle and pedestrian routes within the urban extension, linking together the dwellings, commercial uses and services. This can be achieved through the creation of off-road routes and also by ensuring that streets are designed appropriately for safe walking and cycling.

3.77 The provision of green infrastructure as set out in Policy CU3 will provide opportunities for off-road cycling and walking routes. These should be integrated into existing and proposed networks as far as possible. The creation of additional public rights of way should be examined.

3.78 Developers will be expected to prepare and implement travel plans for the development as a whole and for its constituent parts, to promote non-traditional measures relating to transport that can help minimise the development's carbon footprint and its impacts on air quality.

3.79 ~~As part of the masterplanning exercise t~~The development should be designed to be served by a permeable network of streets providing access to/from the development. This should include a through-route linking Tiverton Road to Willand Road which is suitable for use as a bus route and other traffic bypassing the town centre.

Policy CU3

North West Cullompton Environmental Protection and Green Infrastructure

As part of the development of North West Cullompton, the following environmental protection and enhancement measures will be **implemented at the expense of provided and funded by** all new development within the site:

- a) ~~Measures including a~~A strategic landscaping and tree planting scheme to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;
- b) An area of 28 hectares for strategic green infrastructure, laid out and managed with an appropriate mix of public parkland, open space, landscaping and potential local nature reserve ~~and including an extension to the cemetery;~~
- c) Areas of equipped and laid out public open space, totalling ~~0.16~~**0.7** hectares of equipped ~~children's play, 0.05 hectares teenage facilities;~~ 2.6 hectares amenity open space, 4 hectares for parks, sports and recreation grounds, 0.7 hectares of allotments and 0.1 hectares for a community garden adjoining the health centre;
- d) Protection and enhancement where possible of all existing Public Rights of Way;
- e) Appropriate provision for sewerage systems serving the development, and provision of a **strategically designed, and phased,** Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;
- f) Detailed archaeological investigation and measures to record, and where necessary, protect the archaeological interest of the site through appropriate design, layout and mitigation; and
- g) Design solutions which respect the settings of listed buildings within and adjoining the site.

3.80 The area proposed as green infrastructure on this site will include land managed for public access and biodiversity, and will provide a new recreation facility for the town. There are a number of potentially species rich hedgerows within the development and further detailed study of these features will be necessary to confirm their potential. The layout of development should promote the continued use of wildlife corridors, including watercourses, acting to prevent their fragmentation and providing appropriate treatment where such corridors cross roads and other linear features. There is potential for off-road cycle and pedestrian routes to follow these features, helping maintain their integrity. The requirement to extend the town cemetery, which adjoins this site, will need to be recognised in the proposals.

3.81 There is an area of flood plain associated with a watercourse running across the site from west to east. There are also a number of small watercourses running through the site for which flood risk and flood zone data is unknown. A flood risk assessment will need to consider the potential of flooding along these watercourses. The layout of the development will need to take this into account. Areas of floodplain should be retained as part of the strategic green infrastructure. The urbanisation of the area has the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a sustainable urban drainage scheme (SUDS) approach for the entire development will ensure that there is no additional run-off from the site as a result of development. **Critical Drainage Area designation will require a net reduction in rain water runoff which affects parts of Willand Road and adjacent properties. Measures should be put in place to reduce this.** Sustainable urban drainage schemes usually involve the provision of ponds, swales and other soft areas which can serve as a dual use for public open space and can be incorporated into wildlife networks. **The role of landscaping and tree-planting in flood prevention and carbon reduction should also be recognised in the development.** A **detailed sustainable drainage strategy together with proposals for ongoing management and maintenance** for dealing with surface water must be prepared **as part of the masterplanning of the site which builds on the high level approach set out in the adopted masterplan SPD in order** to determine the number, size and location of the required SUDS features.

3.82 The development of this site will have an impact on the character of the area. The incorporation of appropriate landscaping and tree planting will act to mitigate this and should be designed to support high quality green infrastructure areas and wildlife corridors. Tree planting will also act to collect carbon dioxide, helping to reduce the overall carbon footprint of the scheme.

3.83 Archaeological investigations in the area have demonstrated the presence of extensive and significant prehistoric and Romano-British sites. The Historic Environment Record notes the presence of prehistoric enclosures and funerary monuments within the area, as well as a findspot of a Saxon metal object and prehistoric flint tools. Development must take account of the setting of the St Andrews Hill Scheduled Monument, a Roman Fort. An archaeological assessment must be undertaken, the results of which should be taken into account during the masterplanning exercise to ensure protection where necessary.

3.84 A number of listed buildings lie within or close to the area. The setting of these will need assessment and protection as part of the layout and design work ~~associated with the masterplanning exercise, or~~ and subsequent planning applications. **Careful consideration needs to be given to the design of the new roads through the site linking Tiverton Road to Willand Road. The cemetery and chapels could be closely affected by the road which runs close to the cemetery extension and could be prominent given the topography. Appropriate boundary treatments and screening is critical to mitigate any potential harm.**

Policy CU4

North West Cullompton Community Facilities

As part of the development of North West Cullompton, the following community infrastructure will be provided ~~at the expense of~~ and funded by all new development within the site:

- a) **A serviced site of 2.1 hectares for a new primary school at no cost to the Local Education Authority;**
- b) **Construction costs for ~~a 290~~300 places that arise from the development to contribute to a 420 place primary school with provision for early years;**
- c) **A site of 1.0 hectare for community uses including provision of a multi-purpose community building; and**
- d) **Contribution towards sporting and leisure facilities.**

3.85 The creation of an urban extension requires that residents and workers have access to a range of community facilities within easy walking or cycling distance. This will discourage trips by car for essential local purposes. It is also important that, as far as is possible, the development of the site does not result in unacceptable pressure on existing services and facilities within Cullompton and the surrounding area. This policy sets out the requirements for provision of community facilities within the development site and elsewhere in the town.

3.86 The provision of a new primary school in the urban extension will be required in order to provide local educational facilities for the resident school age children. The policy requires that the land for the school is serviced and provided free of charge to the education authority, within the timing of provision set out in the phasing policy **and the adopted masterplan SPD.**

3.87 Development of this site will lead to an increase in pressure on existing facilities and demand for new provision. The construction of a community centre and provision of equipped and laid out public open space will be required within the site. The location of community facilities ~~will be considered as part of the masterplanning process~~ **has been established within the masterplan for the site**, to ensure the highest level of access for residents and other users.

Policy CU5

North West Cullompton Carbon Reduction and Air Quality

The development of North West Cullompton will be required to implement a Carbon Reduction and Low Emissions Strategy at the expense of funded by all new development in the site. This will propose measures to minimise the overall carbon footprint of the development, making provision for sources of decentralised onsite renewable or low-carbon energy and ensure that impact of the site on air quality is acceptable, such as:

- a) Renewable and low carbon energy to provide a proportion of the site's energy use;**
- b) Measures to ensure that residents, employees and businesses are encouraged to travel in the most sustainable fashion, including travel plans, information, car clubs, lift-sharing and infrastructure for low emission vehicles;**
- c) Measures to encourage the sustainable treatment of waste;**
- d) Measures to manage the impacts of construction;**
- e) Offsite tree planting where sufficient cannot be accommodated onsite;**
- f) Energy improvements to existing buildings;**
- g) Other measures to capture or mitigate carbon emissions and air quality impacts from development.**

3.88 The construction and use of buildings has major implications for the use of non-renewable resources. Fifty percent of the UK's carbon emissions come from the construction and operation of the built environment. As the population increases and climate changes, there is a clear need to mitigate and adapt to climate change through effective carbon reduction and other methods.

3.89 The Government has made a commitment to achieving zero carbon housing by 2016, with all emissions from regulated sources such as heating, hot water and lighting to be reduced to zero by this time. While changes to construction are to be introduced through the Building Regulations, Policy CU5 ensures that other methods of carbon reduction are also considered and incorporated into the development where appropriate, such as carbon offsetting, travel plans and design which encourages sustainable ways of living. The combination of planning and building control should ensure a sustainable development that minimises carbon emissions from both housing and associated transport. Further detail will be required through the masterplanning exercise and subsequent planning applications.

3.90 Cullompton was declared an Air Quality Management Area (AQMA) in 2006 and an Air Quality Action Plan was published in 2010. An assessment of the air quality impact of the potential development proposed in the Local Plan was undertaken in 2014. Findings indicate that no significant cumulative air quality effects, including the impact of the North West Cullompton development is anticipated as a result of the development of sites set out in the Local Plan.

Policy CU6

North West Cullompton Phasing

A phasing strategy will be required for the development of North West Cullompton to ensure that the development and infrastructure come forward in step, minimising the impact of development while ensuring that the development remains viable. The strategy should take account of the following requirements, variation of which will have to be carefully justified. Development shall be subject to the following:

- a) Provision of affordable housing will be in broad step with the market housing;
- b) Provision of all serviced self-build plots after the 'through route' linking Tiverton Road to Willand Road is operational;
- c) Provision of commercial development **after the delivery of the first 500 houses and prior to the delivery of the first 800 houses in step with** ~~housing~~, at a rate of at least **0.91** hectare per ~~150350~~ occupied dwellings thereafter;
- d) Provision of **8.8 hectares of** strategic green infrastructure **including broadly** ~~in step with development, with~~ equipped public open space **and one playing pitch prior to the occupation of no more than** ~~provided at a rate of~~ ~~at least 1 hectare per 200 500200~~ dwellings;
- e) ~~Occupation of no more than 400 dwellings before the implementation of~~ local bus service improvements **prior to the occupation of no more than 500 dwellings and strategic bus service enhancements phased with development;**
- f) Occupation of no more than ~~500300~~ dwellings before the opening of a 'through route' linking Willand Road to Tiverton Road **and the delivery of traffic management measures on Willand Road;**
- g) Transfer of ~~serviced~~ land for a primary school **together with right of access to the Local Education Authority prior to the commencement of the occupation of any housing** development on the site, and transfer of funding for education facilities in instalments; **and**
- h) The necessary sustainable urban drainage features, and linking pipe work is integrated and phased appropriately in step with development **and, where required, temporary measures should be taken during construction to protect downstream areas from additional water run-off; and**
- i) **Provision of M5 access improvements before any dwellings are occupied and thereafter broadly in step with development.**

3.91 The phasing of development will have an important impact on the surrounding area, but it will also impact on the economic viability of the development. The policy sets out the general approach to phasing, **with more detail being provided within the adopted masterplan SPD February 2016. However, this will need to be supplemented by a phasing strategy prepared as part of the masterplanning of the development.** Legal obligations and planning conditions will be used to control these phasing requirements.

3.92 The provision of transport links and improvements is a key element of the development. In addition to the need to minimise traffic generation from new development, it will also be necessary to carry out improvements to existing infrastructure to ensure that there is sufficient capacity available in order to cope with increased usage.

3.93 The provision of public transport to connect the site to the rest of the town and the wider area is an important part of the strategy to improve the overall sustainability of the urban extension and the town generally. The North West and East Cullompton urban extensions together will generate a significant increase in potential users of public transport. Accordingly, enhancements to the bus service will need to be implemented at an appropriate point in the development, before the occupation of no more than ~~500~~300 dwellings.

3.94 The creation of a through route linking Tiverton Road and Willand Road will serve an important function connecting the site to the wider highway network, providing a bus route and serving as a link from south west Cullompton to the north. A through route should be completed before the occupation of the ~~500~~300th dwelling. **Devon County Council queue length monitoring at junction 28 of the M5 motorway indicates congestion at the AM peak. The development will need to mitigate its impact upon the junction's capacity through implementation of an improvement scheme, either to the existing junction or in the form of more extensive junction improvement works involving a second overbridge required in connection with development east of Cullompton under policy CU7.**

3.95 The development will generate the need for additional primary school provision **over and above existing requirement within the town.** To ensure that reliance on car based trips is reduced, it is important to ensure that this is provided within close proximity of new dwellings within the urban extension. It will therefore be a requirement that land is transferred to the Local Education Authority **with right of access** before ~~any houses are occupied~~ **the development commences.**

3.96 Commercial development will be provided in step with housing to ensure that facilities for older people and new jobs are delivered alongside the rising population of the town. Affordable housing, including extra care housing and gypsy and traveller pitches, will be provided at a rate of approximately 25%, in step with the market housing. Serviced plots for self-build should not come forward until after the through route linking Tiverton Road to Willand Road has been provided, as the sale of serviced plots will not generate sufficient funds to pay for road infrastructure and it is important not to impede the ability of standard housing development to progress and deliver the road at an early stage.

Policy CU7

East Cullompton

A site of 160 hectares to the East of Cullompton is allocated for mixed use development subject to the following:

- a) ~~2100~~**1,750** dwellings within the plan period and further development of at least ~~500~~**850** dwellings post-2033;
- b) 28% affordable housing to include extra care housing and at least ten pitches for gypsies and travellers, subject to viability;
- c) 5% of housing to be provided as serviced plots for sale to self-builders;
- d) 20,000 square metres commercial floorspace within the plan period and a further 12,000 post-2033, to include a care home or retirement complex, appropriately scaled retail development and other suitable uses such as offices and a hotel or leisure development;
- e) Provision of at least 40 hectares strategic green infrastructure;
- f) Transport provision to ensure appropriate accessibility for all modes, including a new or improved access and egress onto the M5 motorway and pedestrian and cycling links across the motorway to the existing town;
- g) Environmental protection and enhancement and noise mitigation where necessary;
- h) Assessment of land contamination and remediation if necessary;
- i) Land and facilities for community use including a new primary school to meet local needs arising;
- j) Contributions towards expansion of local secondary education facilities to meet needs arising;
- k) Carbon reduction and air quality improvements;
- l) Archaeological investigation and appropriate mitigation;
- m) An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development; and
- n) Comprehensive Masterplanning of the development including at least two stages of public consultation and adoption of the Masterplan as a Supplementary Planning Document, before any planning application is determined.

3.97 There is currently little development in Cullompton to the east of the motorway. This large area is predominantly agricultural land made up of multiple fields with hedgerows and some mature trees. While the loss of greenfield land is regrettable, Mid Devon is a rural district with insufficient brownfield land to meet the identified housing and employment needs of a growing population. The quality of the agricultural land in this area is mixed, falling predominantly within Grades 3a and 3b, and there are no alternative sites that could deliver this level of development. There are a number of streams on the site but no significant areas of flood plain. The Landscape Appraisal notes that

the site is part of an area of gently undulating land, which is difficult to perceive in the surrounding landscape. Although visible from limited locations within the Blackdown Hills AONB to the east and high ground to the north-west of Cullompton, given the low levels of visibility of the site, phased development beginning from the west is acceptable. Nevertheless, development of this site must be carefully planned to ensure that impact on the landscape is minimised through appropriate landscaping and ensuring that areas at risk of flooding remain undeveloped.

3.98 Development in Cullompton is severely constrained by the limited capacity at Junction 28 of the motorway, in addition to traffic congestion and poor air quality in the town centre. This development, in combination with the urban extension to the northwest of Cullompton, presents an opportunity to resolve town centre traffic problems and provide an alternative means of access onto the M5. **The Council has been working closely with statutory consultees to ensure emerging proposals for junction 28 M5 improvements are appropriately designed.**

3.99 This development will also provide affordable housing including extra care housing and gypsy and traveller pitches, contributing to the needs identified in the Infrastructure Plan, Strategic Housing Market Assessment and the Gypsy and Traveller Accommodation Assessment. In addition, provision of around 130 serviced plots for self-builders will diversify the choice of housing for potential residents, providing a low cost and reasonably straightforward option for those who wish to build their own home. However, the provision of highways infrastructure is fundamental to the delivery of this scheme, and the Council will negotiate on the proportion of affordable housing and self-build plots if necessary to ensure the viability of development.

3.100 The Council will consider a range of commercial uses on this site, subject to masterplanning. The Kingsmill area is a well-established employment centre and further industrial, warehousing and office development may be appropriate where the urban extension adjoins this development and the allocated site at Week Farm. In addition, a development of this size will require small-scale retail development to meet local needs. The site should also include a residential care or nursing home to provide accommodation for the aging population, or another form of development for the elderly which generates sufficient jobs. Self-contained retirement apartments that include little or no onsite care will not be considered to constitute commercial development because they do not provide a significant number of jobs, but a retirement 'village' or complex may be classed as commercial development if there will be a range of facilities and care services onsite. The site may also include other leisure or hospitality uses in addition to community facilities, a new primary school and various forms of open space.

3.101 A masterplanning exercise will be essential to consider all the requirements of the development in more detail, including the phasing of infrastructure. The Local Plan sets out a framework for the development, but leaves many details for later consideration. The preparation of a masterplan in consultation with stakeholders, including the local community, is an important step in achieving a comprehensive development with wider community benefits. The Council will resist ad-hoc development of phases with no reference to the overall vision and development strategy for the urban extension. The developers will be expected to produce a number of further studies and surveys to support the masterplan and work in partnership with the Council to achieve its adoption as a Supplementary Planning Document.

Policy CU8

East Cullompton Transport Provision

As part of the development of East Cullompton, contributions towards or delivery of the following transport infrastructure will be provided by all new development within the site:

- a) Provision of mitigation measures to ensure only acceptable impacts occur to J28 of the M5 as a result of traffic generated from the site;**
- b) Provision of appropriate highway improvements on roads around the development to ensure any unacceptable traffic impacts are mitigated;**
- c) Reopening of Cullompton Railway Station;**
- d) Provision of a network of streets linking to the existing highway network, and appropriate mitigation to reduce impacts on the existing road network such as Honiton Road;**
- e) Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;**
- f) Safe and attractive cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;**
- g) Creation of safe and attractive pedestrian and cycle links between the development and the Kingsmill Industrial Estate;**
- h) Implementation of travel plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts;**
- i) Bus service enhancements within, into and out of, the mixed-use urban extension, linking to Cullompton town centre;**
- j) Bus service enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton.**

3.102 The provision of appropriate transport infrastructure is a key requirement of the development. This must ensure that there is sufficient long-term capacity for vehicles travelling onto, off and across the motorway. A well-functioning road network will also ensure that this is an attractive location for new development, minimising the impact on adjoining uses and providing sustainable development that benefits the wider community. The reopening of Cullompton Railway Station is also a key part of the development strategy for revitalisation of the town, attracting inward investment and increasing opportunities for the use of sustainable modes of transport. East Cullompton, as the largest strategic allocation within the plan, is required to make contributions towards the reopening of the station, thereby providing future residents of the site with access to alternative modes of transport. The Council recognises that the high infrastructure costs of this site will not solely be funded by the development. As has been the case on other strategic sized sites, the Council will work with its partners and the development industry to secure external funding to ensure the delivery of the necessary infrastructure.

3.103 The development should be served by an attractive, convenient and safe network of sustainable transport routes, including bus, cycle and pedestrian. Streets appropriate for frequent bus routes should be provided so that as far as possible, all buildings are within 400 metres of bus stops. These will need to be designed as part of the masterplanning process. It is equally important that there is access to safe and direct cycle and pedestrian routes within the urban extension, linking together the dwellings, commercial uses and services. This can be achieved through the creation of off-road routes and also by ensuring that streets are designed appropriately for safe walking and cycling.

3.104 The provision of green infrastructure as set out in Policy CU9 will provide opportunities for off-road cycling and walking routes. These should be integrated into existing and proposed networks as far as possible. The creation of additional public rights of way should be examined.

3.105 Developers will be expected to prepare and implement travel plans for the development as a whole and for its constituent parts, to promote non-traditional measures relating to transport that can help minimise the development's carbon footprint and its impacts on air quality.

Policy CU9

East Cullompton Environmental Protection and Green Infrastructure

As part of the development of East Cullompton, the following environmental protection and enhancement measures will be implemented at the expense of all new development within the site:

- a) **Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;**
- b) **An area of 40 hectares for strategic green infrastructure, laid out and managed with an appropriate mix of public parkland, open space, landscaping and local nature reserve;**
- c) **Areas of equipped and laid out public open space, totalling 0.4 hectares of equipped children's play, 0.12 hectares for teenage facilities, 6 hectares amenity green space, 9 hectares of parks, sports and recreation grounds, and 1.5 hectares of allotments;**
- d) **Protection and enhancement where possible of existing Public Rights of Way;**
- e) **Appropriate screening and landscaping for properties adjacent to the M5;**
- f) **Appropriate provision of a sewerage system to serve the development and a **strategically designed, and phased**, Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance; **and****

- g) A strategic landscaping and tree planting scheme to mitigate landscape impact, protect the setting of the Blackdown Hills Area of Outstanding Natural Beauty, and enhance biodiversity and the character of development; and**
- h) Design solutions which respect the settings of listed buildings adjoining the site.**

3.106 The area proposed as green infrastructure on this site will include land managed for public access and biodiversity, and will provide a new recreation facility for the town. There are a number of potentially species rich hedgerows and mature trees within the site, and further detailed study of these features will be necessary to confirm their potential. The layout of development should promote the continued use of wildlife corridors, including watercourses, acting to prevent their fragmentation and providing appropriate treatment where such corridors cross roads and other linear features. There is potential for off-road cycle and pedestrian routes to follow these features, helping maintain their integrity.

3.107 There are various areas of narrow flood plains associated with watercourses running across the site. For some of the small watercourses, a flood risk assessment will need to consider the potential of flooding as the current extent is unknown. These watercourses do not take up a significant area but the layout of the development will need to take flood plains into account. Areas of floodplain should be retained as part of the strategic green infrastructure providing wildlife corridors to other areas. The urbanisation of the area has the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a sustainable urban drainage scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development. Sustainable urban drainage schemes usually involve the provision of ponds, swales and other soft areas which can serve as a dual use for public open space and can be incorporated into wildlife networks. A strategy for dealing with surface water must be prepared as part of the masterplanning of the site to determine the number, size and location of the required SUDS features. **The role of landscaping and tree-planting in flood prevention and carbon reduction should also be recognised in the development.**

3.108 The development of this site will have an impact on the character of the area. The incorporation of appropriate **screening**, landscaping and tree planting will act to mitigate this and should be designed to support high quality green infrastructure areas, **and** wildlife corridors **and noise attenuation**. Tree planting will also act to collect carbon dioxide, helping to reduce the overall carbon footprint of the scheme. **Two listed buildings are adjacent to the northern boundary of the site. The setting of these will need assessment and protection as part of the layout and design work associated with the masterplanning exercise, and subsequent planning applications.**

Policy CU10

East Cullompton Community Facilities

As part of the development of East Cullompton, the following community infrastructure will be provided at the expense of all new development within the site:

- a) **A site of 2.5 hectares for a new primary school at no cost to the Local Education Authority;**
- b) **A site of 2 hectares for a shopping and community centre, and the provision of a multi-purpose community building for youth, children and other community uses;**
- c) ~~Construction costs for a 650-place primary school or two 325-place primary schools, including provision for early years education;~~ **Construction costs for a primary school of at least 630 places plus additional early years provision. The required primary school capacity should be delivered through the provision of either one or two schools;**
- d) **Contributions towards the expansion of secondary education facilities in the local area;**
- e) **Contributions towards the expansion or improvement of local library services; and**
- f) **Contribution towards sporting and leisure facilities.**

3.109 The creation of an urban extension requires that residents and workers have access to a range of community facilities within easy walking or cycling distance. This will discourage trips by car for essential local purposes. It is also important that, as far as is possible, the development of the site does not result in unacceptable pressure on existing services and facilities within Cullompton and the surrounding area. This policy sets out the requirements for provision of community facilities within the development site.

3.110 The provision of a new primary school in the urban extension will be required in order to provide local educational facilities for the resident school age children. The policy requires that the land and construction costs for the school are provided to the education authority, within the timing of provision set out in the phasing policy. The development of 2,600 dwellings is expected to give rise to 390 additional secondary school places and a contribution towards the expansion of Cullompton Community College will be required. The Masterplanning of the development will determine the phasing of secondary school contributions.

3.111 The level of community facilities in Cullompton has improved in recent years with the opening of the Hayridge Centre (incorporating the library), Cullompton Community Centre and The Walronds manor house and garden. 2,600 dwellings at East Cullompton will increase the use of these facilities and generate need for additional locally accessible community facilities east of

the motorway. In addition to a neighbourhood centre which provides a range of shopping and community facilities, a contribution will be required towards the expansion or improvement of the town library. **The need for additional health care provision could be accommodated within the community facilities.**

Policy CU11

East Cullompton Carbon Reduction and Air Quality

The development of East Cullompton will be required to implement a Carbon Reduction and Low Emissions Strategy at the expense of all new development in the site. This will propose measures to minimise the overall carbon footprint of the development, making provision for sources of decentralised onsite renewable or low-carbon energy and ensure that impact of the site on air quality is acceptable, such as:

- a) Renewable and low carbon energy to provide a proportion of the site's energy use;**
- b) Measures to ensure that residents, employees and businesses are encouraged to travel in the most sustainable fashion, including travel plans, information, car clubs, lift-sharing and infrastructure for low emission vehicles;**
- c) Measures to encourage the sustainable treatment of waste;**
- d) Measures to manage the impacts of construction;**
- e) Offsite tree planting **where sufficient cannot be accommodated onsite;****
- f) Energy improvements to existing buildings; and**
- g) Other measures to capture or mitigate carbon emissions and air quality impacts from development.**

3.112 The construction and use of buildings has major implications for the use of non-renewable resources. Fifty percent of the UK's carbon emissions come from the construction and operation of the built environment. As the population increases and climate changes, there is a clear need to mitigate and adapt to climate change through effective carbon reduction and other methods.

3.113 The Government has made a commitment to achieving zero carbon housing by 2016, with all emissions from regulated sources such as heating, hot water and lighting to be reduced to zero by this time. While changes to construction are to be introduced through the Building Regulations, Policy CU11 ensures that other methods of carbon reduction are also considered and incorporated into the development where appropriate, such as carbon offsetting, travel plans and design which encourages sustainable ways of living. The combination of planning and building control should ensure a sustainable development that minimises carbon emissions from both housing and associated transport. Further detail will be required through the masterplanning exercise and subsequent planning applications.

3.114 Cullompton was declared an Air Quality Management Area (AQMA) in 2006 and an Air Quality Action Plan was published in 2010. In Cullompton, it is important to note that exceedances of pollutants are only along Fore Street, near the junction with the High Street and Tiverton Road. In the majority of other areas, pollutant concentrations have been monitored to be well below air quality objectives. An assessment of the air quality impact of the potential development proposed in the Local Plan was undertaken in 2014. Findings from this report indicate that the development of a new community at East Cullompton would not have a significant effect on the Cullompton AQMA. However during the masterplan design of the new community, the potential for air quality effects should be considered, in particular, the distance between the residential properties and the M5 should be selected to avoid adverse air quality impacts. Highway infrastructure improvements should also accompany the development to ensure capacity is increased to limit congestion on the local road network.

Policy CU12

East Cullompton Phasing

A phasing strategy will be required for the development of East Cullompton to ensure that the development and infrastructure come forward in step, minimising the impact of development while ensuring that the development remains viable. The strategy should take account of the following requirements, variation of which will have to be carefully justified. Development shall be subject to the following:

- a) Provision of affordable housing will be **in-broadly in** step with the market housing;
- b) Provision of all serviced self-build plots after strategic highways infrastructure has been completed;
- c) Provision of commercial development in step with housing, at a rate of at least 1 hectare per 500 occupied dwellings;
- d) Provision of strategic green infrastructure broadly in step with development, with public open space provided at a rate of at least 1 hectare per 150 dwellings or phased to deliver a larger area of multi-functional public open space at a suitable stage in the development;
- e) Implementation of bus service improvements in step with housing development, provided in appropriate instalments;
- f) Provision of the first phase of **comprehensive** M5 access improvements before any dwellings are occupied, followed by strategic highways infrastructure broadly in step with development; and
- g) Transfer of serviced land **together with right of access** for **a** primary school(s) at no cost to the Local Education Authority prior to the first occupation of residential development, with necessary funding to construct the facilities being paid to the Local Education Authority in appropriate instalments.

3.115 The phasing of development will have an important impact on the surrounding area, but it will also impact on the economic viability of the development. The policy sets out the general approach to phasing. However, this will need to be supplemented by a phasing strategy prepared as part of the masterplanning exercise, which may justify different phasing arrangements following more detailed analysis of infrastructure needs and the viability of development. Legal obligations and planning conditions will be used to control these phasing requirements.

3.116 The provision of transport links and improvements is a key element of the development. In addition to the need to minimise traffic generation from new development, it will also be necessary to carry out improvements to existing infrastructure to ensure that there is sufficient capacity available in order to cope with increased usage. Improved access onto the motorway will be required early in the development at substantial cost, which may cause some delay in the provision of other forms of infrastructure. Devon County Council's Strategic Highways Option Report (2014) sets out an initial assessment of the various elements phasing of transport infrastructure needed to service the site. ~~A scheme, referred to in the report and scheduled to be delivered during 2014/15, only provides sufficient capacity for the allocations contained with the previous Local Plan.~~ **A signalisation scheme at junction 28 of the M5 was undertaken in 2015. However this scheme does not produce junction capacity to accommodate this development.** The first phase referred to in criterion (f) above therefore only relates to the subsequent highway works set out in the Devon County Council report. **The Council has been working closely with statutory consultees to ensure emerging proposals for junction 28 M5 improvements are appropriately designed.**

3.117 While East Cullompton developers will be expected to pay for most of the infrastructure associated with this development through a Section 106 legal agreement, the Town Centre Relief Road was allocated in the previous Local Plan and was required in response to other developments in and around Cullompton. With the allocation of East Cullompton, **a larger area is available within which to locate the relief road as it is proposed as part of the transport mitigation in connection with this allocation.** ~~it may now be possible to deliver the relief road on the eastern side of the motorway, possibly as part of the transport mitigation to serve East Cullompton.~~ Dependent on the final route option, the relief road **may be either east or west of the motorway. Development contributions are proposed via planning obligations on East Cullompton and NW Cullompton developments.** ~~may either be funded by the development of East Cullompton or through the Community Infrastructure Levy.~~ In addition, the Council will seek external sources of funding to help bear the cost of highways works that are needed early in the East Cullompton development, as these are critical to the delivery of this strategic site.

3.118 The provision of public transport to connect the site to the rest of the town and the wider area is an important part of the strategy to improve the overall sustainability of the urban extension and the town generally. The North West and East Cullompton urban extensions together will generate a significant increase in potential users of public transport, including rail should the provider decide to reopen a station for the town. Enhancements to the bus service will need to be implemented at appropriate points in the development, phased according to the delivery of housing.

3.119 The development will generate the need for additional primary school provision, which may be in the form of one large school or two smaller primary schools delivered at different stages in the development. To ensure that a suitable location for the school is safeguarded early in the development and its construction phased according to arising need, the serviced land should **together with right of access** be transferred to the Local Education Authority before any dwellings are occupied and its construction costs paid in instalments.

3.120 Commercial development will be provided in step with housing to ensure that jobs and facilities for older people are delivered alongside the rising population of the town. Subject to viability, affordable housing will be provided at a rate of approximately 25%, in step with the market housing. Serviced plots for self-build should not come forward until after strategic highways infrastructure has been provided, as the sale of serviced plots will not generate sufficient funds to pay for new roads and it is important not to impede the ability of standard housing development to progress and deliver the roads at an early stage.

Policy CU13

Knowle Lane

A site of 9.8 hectares at Knowle Lane is allocated for residential development subject to the following:

- a) **296~~315~~ dwellings with 35% affordable housing;**
- b) **Provision of 2.7 hectares of green infrastructure, to include the retention of land in the floodplain as informal amenity open space;**
- c) **Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;**
- d) **Provision of access route up to and adjoining the existing development to the east of the site and the allocation to the south west (Policy CU14);**
- e) **Provision of at least two points of vehicular access to the site;**
- f) **Provision of cycle and pedestrian links within the development and linking to the wider transport network;**
- g) **Provision of a community building;**
- h) **Implementation of a Travel Plan and other measures to minimise carbon footprint and air quality impacts; and**
- i) **The necessary sustainable urban drainage features, and linking pipe work is integrated and phased appropriately in step with development; and**
- j) **Provision of M5 access improvements before more than 266 dwellings are occupied.**

3.121 Knowle Lane is a greenfield site located on the west of Cullompton and directly to the west of a development at Knowle Lane known as Kingfisher Reach. The site lies between the southern side of Tiverton Road and Ponsford Lane and the northern side of Knowle Lane. A water course (Crow Green Stream) runs west to east through the central part of the site. The land rises northwards and southwards from the watercourse. The existing boundary is made up of trees and hedges.

3.122 Planning permission has been granted for 285266 dwellings on a large part of the site, with 35% affordable housing. **Its delivery is not dependent upon further M5 access improvements.** Any revised scheme will be subject to the same affordable housing criteria as previously applied. The remaining part of the site has been confirmed as available and is also likely to come forward in the plan period, a total site commitment of 315296 dwellings. The consented site is considered the primary access route for the remaining part of the site and the adjoining allocation at Ware Park and Footlands (Policy CU14). Any planning applications will need to ensure suitable vehicular access arrangements are provided up to and adjoining the boundary with the adjacent sites in order to avoid the creation of any ransom strips.

3.123 The protection and enhancement of existing green infrastructure should be carried out where possible. This will entail the protection of existing watercourses, hedgerows and trees and the retention of the area of floodplain as an area of informal amenity open space.

Policy CU14

Ware Park and Footlands

A site of 2.1 hectares at Ware Park and Footlands is allocated for residential development subject to the following:

- a) 38 dwellings with 28% affordable housing;
- b) No development until the road through the North West Cullompton site (Policy CU1) linking Tiverton Road to Willand Road is fully in operation for public use;
- c) No development until **the significant improvement works associated with the provision of access to the East Cullompton allocation an improvement — scheme or mitigation measures** have been implemented at M5 Junction 28 **to the satisfaction of the Highway Authority and the Highways Agency;**
- d) Archaeological investigation and appropriate mitigation;
- e) Access from adjoining development at Knowle Lane (Policy CU13); and
- f) Transport assessment and implementation of a travel plan and other non-traditional transport measures to minimise carbon footprint and air quality impacts.

3.124 This site is located to the west of Cullompton adjacent to the allocated site of Knowle Lane. The site is comprised of agricultural fields and Crow Green Stream runs along the northern boundary. The site is bounded by established hedge boundaries and is relatively flat. Access is only satisfactorily achievable through the Knowle Lane site (Policy CU13).

3.125 A geophysical survey undertaken in support of a planning application in this area identified anomalies within the proposed development site that may represent archaeological features, some of which may be indicative of industrial activity. In the light of the results of the geophysical survey and the presence of prehistoric as well as 18/19th century industrial activity recorded to the east in the adjacent development site, any groundworks associated with the development of this area have the potential to expose and destroy archaeological deposits associated with the known archaeological activity. Archaeological investigation and appropriate mitigation will be required.

3.126 Knowle Lane, by reason of its width and alignment, is unsuitable to accommodate additional traffic. Therefore, access to the site should instead be taken through the Knowle Lane allocation (Policy CU13) unless the road can be widened to the satisfaction of the Highway Authority. Development in this location will impact on Cullompton Air Quality Management Area and will require mitigation.

3.127 The site will also impact on the capacity of Junction 28 of the M5 motorway which at present cannot accommodate the additional trips generated by this development. **Significant improvement works, including provision of a new overbridge, are proposed to provide additional junction capacity and access to the East Cullompton allocation (CU7- CU12). Once completed, these works should** ~~An improvement scheme, being developed by Devon County Council is scheduled to be delivered during 2014/15 and should~~ provide the additional capacity required. There are also issues with the capacity of Tiverton Road, and specifically the junction with the High Street to accommodate additional levels of traffic. The delivery of a new road through the North West Cullompton site (Policy CU1-CU6), linking Tiverton Road to Willand Road, will allow local traffic to be distributed more widely around the road network. To avoid an unacceptable impact on both the M5 and the local road network in the short term, this site should only come forward upon completion of both the M5 improvements and the North West Cullompton through road.

Policy CU15

Land at Exeter Road

A site of 1.4 hectares at Exeter Road is allocated for residential development, subject to the following:

- a) **4524 dwellings with 28% affordable housing;**
- b) **Transport assessment and implementation of a travel plan and other non-traditional measures to minimise carbon footprint and air quality impacts;**
and
- c) **Archaeological investigation and appropriate mitigation.**

3.128 The site consists of land to the south of the housing at the former Toad Hall, extending between the steep hillside to the west and Exeter road to the east. Two dwellings in large grounds make up a portion of the site, together with an area of underdeveloped open field between and behind them. A bowling club is located in the middle of and surrounded by the site. **Planning permission has been granted for 24 dwellings, though potentially the site could accommodate more subject to sufficient capacity being available at J28 of the M5. ~~The site can accommodate 45 dwellings, of which 28% will be affordable.~~**

3.129 The site lies in an area of known prehistoric activity. Any planning application for development here should be supported by an appropriate programme of archaeological work to allow the significance of any below-ground heritage assets with an archaeological interest to be understood along with the potential impact of any development upon them.

Policy CU16

Cummings Nursery

A site of 2.78 hectares at Cummings Nursery is allocated for residential development, subject to the following:

- a) ~~120~~**100** dwellings with ~~35~~**30**% affordable housing;
- b) Retention of land in the floodplain as green infrastructure and informal amenity open space;
- c) Appropriate noise mitigation and sound proofing to minimise the impact of the adjacent motorway;
- d) Archaeological investigation and appropriate mitigation; and
- e) Transport assessment and implementation of a travel plan and other non-traditional measures to minimise carbon footprint and air quality impacts.

3.130 This site comprises a former horticultural nursery located on the edge of Cullompton on the eastern side of the motorway. The site is covered by disused greenhouses. The site has **outline reserved matters** permission for ~~120~~**100** dwellings including ~~35~~**30**% affordable housing, ~~but has not yet commenced construction~~. Any revised scheme for the site will be required to achieve the same level of affordable housing as previously agreed, unless viability evidence proves that this is no longer possible. **Any revised scheme proposing additional housing numbers will be subject to capacity at junction 28 of the M5.**

3.131 The site lies between the flood plains of the River Culm (and the M5 corridor) and the Culm Lea/Riverside Drive housing estate with vehicular access direct from Honiton Road. The site is relatively level, falling away to the flood plain to the west. There is a mature native hedgerow along the western boundary that separates the site from an area of open space that drops down into the flood plain.

3.132 The dwellings are proposed to be erected following the demolition of the existing commercial greenhouse buildings on the site, clearance of other infrastructure and remediation of the site. The site has fallen into a state of dereliction as it has not been actively used for over 10 years. The new vehicular access is proposed from a position at the junction between Culm Lea and Riverside Drive.

3.133 The proposed development site lies in a landscape where prehistoric and Roman activity is recorded in the Historic Environment Record. The northern part of the site has probably been disturbed by the construction of the greenhouses, but the southern part still has potential for containing archaeological deposits. Archaeological investigation and mitigation will be required.

Policy CU17

Week Farm

A site of 10.7 hectares is allocated for employment development, subject to the following:

- a) 15,000 square metres of employment floorspace within use classes B2-B8;
- b) Provision of a vehicular link from the Kingsmill employment area to Honiton Road;
- ~~c) Development shall not commence until the completion of improvements to M5 Junction 28 through signalisation of the slip roads east of the motorway;~~
- cd) Archaeological investigation and appropriate mitigation;
- de) Protection and enhancement of the existing Public Right of Way;
- ef) Transport assessment and implementation of a travel plan and other non-traditional measures to minimise carbon footprint and air quality impacts; and
- fg) Provision of 2 hectares of green infrastructure to include the retention of land in the floodplain, providing a landscape buffer to the west of the site as an area of informal open space; and
- g) Provision of M5 access improvements before any commercial floorspace is brought into use.

3.134 The site is located east of the M5 motorway, adjacent to an existing area of significant employment development. The site could accommodate approximately 15,000 square metres of employment floor space. This is a lower density than would be expected for employment uses generally and is comparable to that anticipated on the consented adjacent site.

3.135 The site is allocated for B2-B8 use. However, the Council will consider proposals for alternative employment-generating uses on their merits. Development in this location will increase pressure on the motorway junction. ~~Signalisation~~~~Development should not commence until improvement~~ works ~~programmed~~ at M5 Junction 28 ~~are complete.~~ ~~were undertaken in 2015.~~ Devon County Council queue length monitoring at junction 28 of the M5 motorway indicates congestion at the AM peak. The development will need to mitigate its impact upon the junction's capacity through implementation of an improvement scheme, either to the existing junction or in the form of more extensive junction improvement works involving a second overbridge required in connection with development east of Cullompton under policy CU7. A transport assessment to accompany a planning application would need to consider the impacts on the local and strategic road network including Junction 28 of the M5.

3.136 This site lies within a landscape that has evidence of prehistoric and Roman activity recorded in the Devon County Historic Environment Record. To the west, recent archaeological work has demonstrated the presence of prehistoric and Roman settlement in and around Cullompton. There is potential for the site to contain archaeological deposits associated with the known prehistoric and Roman activity in the vicinity, so archaeological investigation and appropriate mitigation will be required.

3.137 In order to improve accessibility the site will enable the creation of an additional point of access linking the site itself, along with the wider Kingsmill employment area, to Honiton Road. This is seen as an important advantage of the development of the site that will help to relieve pressure on the existing access to the area.

3.138 The site is bounded to the west by the River Ken and its associated floodplain. Development of the area of floodplain should be avoided and retained as green infrastructure, which may be designed into the development as an informal recreational area for those working at the site.

Policy CU18

Venn Farm

A site of 4.4 hectares is allocated for employment development, subject to the following:

- a) ~~12,000~~~~9,000~~ sqm of employment floorspace within use classes ~~B2B1~~-B8;
- b) Suitable vehicular access which directs traffic to and from the site via Saunders Way;
- c) ~~Development shall not be commenced until the completion of~~
~~improvements to M5 Junction 28 through signalisation of the slip roads~~
~~east of the motorway;~~

- cd) Archaeological investigation and appropriate mitigation;**
- de) Transport assessment and implementation of a travel plan and other non-traditional measures to minimise carbon footprint and air quality impacts;**
- ef) Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside; and**
- fg) Retention of areas within the floodplain as green infrastructure; and**
- g) Provision of M5 access improvements before any commercial floorspace is brought into use.**

3.139 **Planning permission was granted in March 2015 for 12,000 sq m of B1, B2 and B8 floorspace. A reserved matters planning application has been submitted for part of the site.** The site is located adjacent to the existing Kingsmill Industrial Estate on the east side of the M5 Motorway. The site is well contained by natural features comprising existing development to the south, the River Culm to the west and an existing track and road to the north and south east. The land to the north and east is low lying agricultural land and to the south is the remainder of the industrial estate. The western boundary is defined by the River Culm which is separated from the M5 motorway by low lying pasture which is predominantly within the river flood plain.

3.140 **SignalisationPlanned improvement** works to Junction 28 **were undertaken in 2015. will accommodate development at Venn Farm and the** Highways **EnglandAgency** has removed a holding direction that previously prevented the development from taking place. **Devon County Council queue length monitoring at junction 28 of the M5 motorway indicates congestion at the AM peak. The development will need to mitigate it's impact upon the junction's capacity through implementation of an improvement scheme, either to the existing junction or in the form of more extensive junction improvement works involving a second overbridge required in connection with development east of Cullompton under policy CU7. Planning permission already granted does not include this requirement however it would apply to any new full or outline applications.** Access is achievable via Saunders Way, avoiding increased use of Kingsmill Road.

3.141 This site lies in an area of archaeological potential and within a floodplain of the River Culm. Ground disturbance in this area may expose archaeological and palaeoenvironmental deposits, so archaeological investigation and appropriate mitigation will be required. Development should provide a habitat buffer in the floodplain and avoid any development within the floodplain unless the sequential test required by national policy has been met.

Policy CU19

Town Centre Relief Road

A relief road, providing traffic relief to the town centre, will be provided subject to the following:

- a) **Public consultation exercise before the route of the road is determined;**
- b) **Provision of replacement open space and sporting facilities elsewhere in Cullompton if these are affected;**
- c) **Provision of a shared use foot and cycleway; and**
- d) **Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network on the affected alignment and linking to the surrounding countryside. Appropriate noise measures to mitigate the effects from the relief road including the provision of landscaping**
~~Provision of landscaping to mitigate the effects of noise from the relief road; and~~
- e) **Archaeological investigation and appropriate mitigation.**

3.142 The Town Centre Relief Road, previously known as the Eastern Relief Road, is an integral part of the development strategy for Cullompton, designed to relieve traffic through the town centre in conjunction with a road through the North West urban extension to link Tiverton Road to Willand Road. The evidence in 2010 concluded that a new road to the east of the town centre is essential if the objectives of traffic relief, air quality improvement and with it town centre enhancement, are to be achieved. **It is also important since the town centre acts as a strategic relief route for the M5 during closures resulting in significant congestion.** Careful consideration will need to be taken in finalising the route, which could be located either side of the motorway. The aim will be to cause minimum impact on the CCA fields **and acceptability in terms of flood risk and flood flows.** Devon County Council is producing a Flood Risk Assessment and will consult on the options for the exact route of the road **should the final route impact on the loss of sports or open space, replacement provision will need to be made available in a suitable location.** At the planning application stage, safety measures such as the closure of the relief road via an automated system prior to its flooding may need to be considered. **The Council has been working closely with statutory consultees to ensure emerging proposals for junction 28 M5 improvements are appropriately designed.**

3.143 Cullompton is facing the same traffic issues now as it was when the previous Local Plan was being prepared. Additional housing development has now taken place at Knowle Lane and Tiverton Road, contributing to Junction 28 improvements and funding for the Town Centre Relief Road, but work on the road has not yet commenced. The delivery of the road depends upon the delivery of the North West and East urban extensions and development elsewhere. The road is likely to be funded by either developer contributions or Community Infrastructure Levy as well as external sources of funding sought by the Council.

3.143a If the final route of the road is located on the western side of the motorway, there is the potential for impact on the settings of nearby listed buildings and the Cullompton conservation area. The extent of any impact will depend on the road's design and elevation above the flood plain, and therefore the final scheme will need to incorporate design solutions which mitigate such impacts. The site also lies in an area known to have been occupied since at least the Roman era, the area potentially containing archaeological deposits from this period onwards. Archaeological investigation and mitigation will therefore be required.

Policy CU20

Cullompton Infrastructure

The Council will promote the reopening of the Cullompton Railway Station. A site for a new railway station north of Station Road is allocated for this purpose. The Council will use **developer funding via planning obligations and the Community Infrastructure Levy and planning obligations** where appropriate, seek external sources of funding and work with partners to deliver the following infrastructure for Cullompton:

- a) Provision of a Town Centre Relief Road and implementation of other measures in the Cullompton Air Quality Action Plan;
- b) Mitigation to reduce traffic impacts on the Trunk and Local Road network in association with the East Cullompton Urban Extension **and other Cullompton allocations**;
- c) Town centre regeneration and enhancement;
- d) Extra care housing provision;
- e) Expansion of library facilities;
- f) Primary and secondary education facilities;
- g) Public open space and green infrastructure;
- h) Bus service enhancements;
- i) Provision of railway and bus interchange;
- j) Expansion of emergency fire and rescue services;
- k) Provision of healthcare facilities; **and**
- l) Community facilities including sports and leisure facilities; **and**
- m) **Provision of works to reduce flood risk.**

3.144 Strategic Local Plan sites will be required to pay for specific items of infrastructure that are necessary to make the development acceptable **via planning obligations**. Other development (if eligible) will be charged the Community Infrastructure Levy (CIL) at a rate per square metre. CIL funds will be spent according to a prescribed list of infrastructure projects or types of infrastructure.

3.145 The Council's strategic infrastructure policy is set out earlier in the Local Plan under Policy S8, but there are infrastructure requirements specific to Cullompton that are listed under Policy CU20. The Council will use CIL, planning obligations for strategic sites and other sources of funding to deliver the infrastructure listed wherever possible. Where another organisation is responsible for delivering the infrastructure required as a result of new development, the Council will work in partnership with the relevant bodies to ensure that infrastructure needs associated with development are addressed appropriately.

3.146 The Local Transport Plan includes a long-term aspiration to reopen Cullompton Railway Station. The Local Plan allocates land north of Station Road as a possible site for the new station, including land for a car park. There is also an aspiration to provide a bus interchange for the town which could be provided in the same location. The Council will work with Devon County Council and other partners to achieve this objective.

Policy CU21

Land at Colebrook CONTINGENCY SITE

A site of 4.8 hectares at Colebrook is identified as a contingency site for residential development to be released in accordance with Policy S4, subject to the following:

- a) 100 dwellings with 28% affordable housing;
- b) The development shall not commence until ~~the Town Centre Relief Road~~ **has been provided; completion of the North West Cullompton through route linking Tiverton Road to Willand Road;**
- c) Provision of two points of access from Siskin Chase;
- d) Provision of 1.1 hectares of green infrastructure, to include the retention of land in the floodplain as informal amenity open space and for Sustainable Urban Drainage provision;
- e) Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;
- f) Archaeological investigation and appropriate mitigation; and
- g) Transport assessment and implementation of travel plans and other measures to minimise carbon footprint and air quality impacts.

3.147 The site is currently used for agricultural land and is adjacent to the Cullompton settlement limit. Colebrook Lane bisects the site, and the field boundaries and edging of the site are mainly comprised of hedgerows and trees. The site is fairly flat from Colebrook Lane to the south, but gently slopes towards the west, with land rising to the north.

3.148 This site is identified as a contingency site, to be released in accordance with Policy S4. Whilst the site is considered deliverable it is not allocated as one of the main sites for Cullompton as other allocations are strategically preferable, being of a size and location to deliver significant highways improvements which benefit the whole town.

3.149 ~~If this site comes forward for development, it must contribute to the provision of offsite highways infrastructure.~~ Development in this location has the potential to place pressure on the capacity of both the strategic and local road network. Devon County Council has therefore stipulated that development should only take place providing there is sufficient network capacity. If released, the site will need to be phased to come forward after further M5 access improvements are implemented. Any application for development must undertake an assessment of the impact of the proposal on both the capacity of the local road network and Junction 28 of the M5 and permission will only be granted where there are no significant adverse impacts which cannot be mitigated. Site commencement will also need to be deferred until after the completion of the through route linking Willand Road to Tiverton Road, which is being provided as part of the North West Cullompton allocation. The site is expected to contribute to the provision of off-site highways infrastructure. ~~Development in this location would increase traffic through the town centre, so would not be permissible until the Town Centre Relief Road has been provided, offering an alternative route.~~ The development would also be expected to provide two points of access from Siskins Chase.

3.150 There is an area of floodplain on the southern edge of the site and it is proposed that this is incorporated into the 1.1 hectares of Green Infrastructure. Measures will also be necessary to protect existing environmental features including trees, hedgerows and the stream.

3.151 Archaeological investigations in the vicinity have demonstrated the presence of extensive and significant prehistoric and Romano-British sites. The Historic Environmental Record suggests areas of a prehistoric funerary monument occupying the valley floor. An archaeological assessment will need to be undertaken, the results of which should be taken into account during the detailed planning of the site to ensure protection where necessary.