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## **Minutes of a meeting of the Planning and Licensing Committee held remotely on 22 October 2020 at 18:00**

**Chair:** Councillor G Guest.

**Councillors:** L Knight, J Johns, E Andrews, M Smith, K Haslett.

**Other attendees:** S Reardon (Meeting Administrator), Joy Norris (Town Clerk).

*As Councillor G Guest was not present at 18:00, Councillor K Haslett assumed the Chair until he arrived.*

### **PL58. Chair's Announcements**

The Chair may make announcements relevant to the work of the Committee.

Note: Announcements are for information only and not for debate, discussion or questioning.

The Chair announced that the Full Council would consider and respond to 2 Major applications; one for a commercial development at Stoneyford and the outline application to relocate Cullompton Cricket Club to land at Horn Road.

### **PL59. Member Questions**

This agenda item is to give Councillors an opportunity to ask questions which are relevant to the work of the Committee.

Note: questions are to be for the purpose of obtaining information and not for debate nor discussion.

There were no questions from the members present.

### **PL60. Apologies for Absence**

To receive apologies for absence.

There were no apologies for absence received.

### **PL61. Declarations of Interests**

To receive any Declarations of Interest from Councillors and Officers in respect of matters to be considered at this meeting, together with an appropriate statement regarding the nature of the interest.

There were no declarations of interests made by Councillors and Officers in respect of matters to be considered at this meeting.

**PL62. Minutes**

To agree the minutes of the Planning and Licensing Committee meeting held on 8 October 2020.

**Resolved** that the minutes of the Planning and Licensing Committee meeting held on 8 October 2020 are adopted as a true and correct record of the meeting and signed as such.

**PL63. Public Participation**

15 minutes is set aside at the beginning of the meeting to enable members of the public to raise matters which are relevant to the work of the Committee. Up to 3 minutes is allowed for each question. It may not be possible to reply straightaway and the question may only be noted and a written response sent at a later date.

As there were no members of the public present, this section of the meeting did not take place.

**PL64. Planning Matters**

To consider and make comment on the following planning applications received by the Planning Authority and available to view on the [Planning Portal](#):

- a. 19 Colebrooke Lane, Cullompton ([20/01597/HOUSE](#)). Erection of first floor extension, conversion of garage and front porch (Revised Scheme).

**Resolved** that there is NO OBJECTION to planning application 20/01597/HOUSE

- b. Higher Shutelake Farm, Mutterton ([20/01630/HOUSE](#)). Erection of single storey extension.

**Resolved** that there is NO OBJECTION to planning application 20/01630/HOUSE.

- c. 3 Willand Road, Cullompton ([20/01591/FULL](#)). Change of use of industrial land to residential garden, erection of a boundary fence, gate and hardstanding.

**Resolved** that there is NO OBJECTION to planning application 20/01591/FULL.

- d. 35 Higher Street, Cullompton ([20/01589/FULL](#)). Change of use of industrial land to residential garden, erection of a boundary fence and gate.

**Resolved** that there is NO OBJECTION planning application 20/01589/FULL.

**PL65. Garden Village Initiative.**

To consider, at the request of the Planning Authority, the allocation of additional housing, with associated infrastructure, as part of the Culm Garden Village Initiative (Councillor G Guest).

Councillor G Guest commented as follows:

- The report by Councillor G Guest (at Appendix A) was received and noted.
- £10M has been given to MDDC by central Government to provide for the western relief road. MDDC will provide a further £5M although further funding will be required to complete the project.
- It is hoped that the Cricket Club will have a decision on whether it can move

to the location at Horn Road by Christmas 2020.

- Neil Parish MP stated, at a recent meeting, that the reopening of the railway station at Cullompton is now defined as a “when” rather than an “if” project but the exact timing is still to be resolved. The aim is mid-2020s but it may be later.
- The river Culm is being investigated along its whole length with a view to establishing the best location for flood relief measures to mitigate flooding at developments in the entire Culm Valley.
- Not much has been said on J28 other than there are a range of possible options being considered with regard to increasing capacity including the construction of a new J28A. A view was expressed that there needs to be significant capacity improvements at J28 before any significant development at East Cullompton/Garden Village Initiative can take place.
- The Planning Authority have been told by central Government to increase the number of dwellings across the district from approximately 300,000 to approximately 700,000.
- It was questioned whether or not the existing motorway services could be dual purposed and provide for a motorway services and railway station.
- It was agreed that that the matter in question is too large for the Planning and Licensing Committee to resolve and that it should be debated by the Full Council at some point in the future. The Full Council will meet soon after Christmas in public session with a view to having an expression of a wide range of views including inviting members and officers of Devon County Council and Mid Devon District Council.

**Resolved** that the Clerk and Meeting Administrator are given delegated authority to organise a suitable meeting of the Full Council, inviting whomever is considered necessary, to resolve the questions raised by the Planning Authority concerning the development of East Cullompton/Garden Village Initiative and associated infrastructure.

**APPENDIX A TO  
MINUTES OF THE PLANNING AND LICENSING COMMITTEE  
HELD REMOTELY ON 22 OCTOBER 2020**

**Garden Village Initiative Questions**

**Q1.** The GV was scheduled for 5,000 houses. Would CTC consider more houses than this? If yes how many more, 1,000, 2,000 or another 5,000. Note Central Government was increasing the housing build numbers for MDDC.

**Q2.** GESP, had indicated the potential closure of Cullompton M5 services. What were CTC views if the services had to close to fit in the railway station?

**Q3.** CTC had already agreed to pay money into the Railway Station project. Would CTC be prepared to continue to pay money in to show local commitment? This was an important Government Question.

**Q4.** What are the views of CTC on Junction 28 and a new Junction? Is CTC able to provide a written view on this to MDDC and DCC?

**Note:** Funding for infrastructure for Cullompton was expensive costing many tens of millions. This included Jct 28A, the railway station, new schools and surgeries, local roads, cycle routes etc. There was a link between infrastructure costs and the number of houses needed.

**Garden Village**

There were many persons present at this meeting, including representatives from Network Rail, Highways England (M5), Homes England, LEP SW, MDDC and DCC and Neil Parish MP.

**Cullompton Relief Road**

The DCC digital flyby was still accurate but there had been some minor changes. MDDC would consider the planning application with that of the Cricket Club relocation sometime before Christmas.

The Government were providing MDDC with a £10 million loan towards the construction of the relief road. This was provided houses were built as a consequence. Homes England were closely involved in this process. The relief road would cost a lot more than £10 million. MDDC and DCC had to find the additional costs.

Sports England had raised an objection to the road going through the cricket club, unless the cricket club was relocated and improved in line with Sports England's national policy. Sports England did have the power and authority to block the relief road if it was not satisfied with the sports provision. (Note Kentisbeare had and is raising objections to the relocation of the Cricket Club into the Parish of Kentisbeare).

**Cullompton Railway Station**

Neil Parish MP spoke to this item. The development of two railway stations at Cullompton and Wellington were progressing. Existing train timetables could include stops at both stations for some services, but not all. It was hoped to have small local sprinter trains from Taunton to Exeter as well. There were issues with train capacity at Exeter Station. Many such issues remain to be resolved.

The Cullompton Railway station was likely to be in a similar location to the old railway station (before it was closed). Studies for the best site were ongoing. There were many national agencies involved in developing this, Railtrack, Network Rail, GWR, DCC, MDDC, Homes England and the two local MP's. Cullompton railway station was part way through phase 1 of a 5 phase national process. Moving through these processes cost money and there was always the question of where these millions would come from. The railway stations expansion was strongly linked to the growth in housing and the expected number of persons likely to use the trains.

*(Note from GG. CTC need to be clear and fully understand that railway infrastructure was linked to housing growth in Cullompton.)*

Homes England commented that the new MDDC local plan enhanced by the housing in the Garden Village could provide the housing growth. There are many more feasibility studies to go through before the process is complete. However, an aim was to have the Cullompton railway station ready around 2026.

### **Flooding**

The Culm Valley River Project was the first phase of several looking at future flooding and mitigation works. This would look at the whole river and also link in with the flood mitigation works for the Garden Village. Beavers were living in the river Otter. The research project had been successful in demonstrating the benefits of Beaver. It was considered only a matter of time before they moved into the river Culm.

### **Cycle Routes and bus services**

A key future element of the Garden Village was providing cycle routes, walking routes and potentially local bus routes to enable residents to move around without cars, particularly for example to the railway station.

### **M5 Junction 28A**

There was little discussion on this topic. DCC and other agencies were modelling various options and looking at potential sites. An option was to consider a new bridge, or existing bridge with bus only slip roads as on the M32 in Bristol.

*(GG note for CTC. The University of England has its main campus just off the M32 with nearly 30,000 students. The MOD Abbey Wood complex is close to UWE. UWE has its own large bus station (as big as Exeter Bus Station) located within the campus with links to Abbey Wood. Therefore, the scale of movements and busses needed onto the M32 is much greater than Cullompton could generate. Also, this would not resolve the existing congestion at Jct 28).*

### **GV Masterplan**

MDDC and DCC were continuing to work together and look to develop a comprehensive masterplan. This would look at East Cullompton, which was in the plan and additional land outlined in the Greater Exeter Strategic Plan for the Garden Village.

The Greater Exeter Strategic Plan (GESP) was no longer progressing as authorities had pulled out. Therefore, MDDC would have to do its own land planning for the Garden Village, and develop the appropriate documents.

However, GESP had already identified many sites for housing throughout the plan area and these sites would remain on file until decisions were made to progress them or not.

The GV masterplan was attempting to develop a completely cohesive plan for the whole area locating, schools, doctor's surgeries, leisure land, etc. within both the East Cullompton area and the remainder of the Garden Village Land.

There will be further meetings of the GV before Christmas. Due to the MDDC cabinet reshuffle Cllr Richard Chesterton was now back as chair of the Garden Village.

### **GV Ongoing work**

There were many more project reports to be commissioned and reported on. These all fed into the overall development plan for the GV. MDDC had agreed funding to continue with the GV project and scope documents. MDDC would now be taking on sole responsibility for planning the Garden Village, as GESP was no more.

Prepared by: Councillor G Guest.

Date: 2 October 2020

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