



Town Clerk: Mrs Nina Ashley

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

13 August 2013

Dear Mr Guscott

Please find enclosed Cullompton Town Council's response to the Mid Devon Local Plan Part 3 Scoping Document.

Yours sincerely

Nina Ashley  
**Town Clerk**

Encl

**Cullompton Town Council response to Mid Devon Scoping Document  
July 2013.**

Much of the Mid Devon Plan relates to land use, allocations for housing and commerce. These relate to the 2006 Local Plan map and the updated 2011 plan map.

Existing Policy for Cullompton. P34.

The Core Strategy Plan adopted in 2007 sets a target of 95 dwellings, 4,000 square metres of employment and 2,650 square metres retail floor space in Cullompton. The New Local Plan (the scoping document) aims to meet housing needs in Cullompton up to 2026.

Other allocations in Cullompton include;

- Knowle lane (340 dwellings).
- Court Farm (150 dwellings).
- Padbrook park (30 dwellings).
- Exeter Road (45 dwellings).
- Lower Bull Ring (3 hectare site for community facilities).
- Week Farm (15,000 square metres employment floor space).
- Eastern Relief Road (linking Station Road to meadow lane).
- Cullompton Air Quality (developer contributions to improvement).
- M5 Junction 28 (developer contributions to improvement).
- Town Centre Enhancement (developer contributions).
- Enhanced walking and cycling route (enhanced access between eastern Cullompton destinations in the south of the town).
- Railway Station Car park (protection of land in case railway station is re-opened).
- Colebrook contingency site (100 dwellings if other development not forthcoming).



The Town Council notes that many of the above housing projects are already under construction and likely to be completed before 2015.

Cullompton has seen a 10% increase in population and is predicted to see a 15% increase in population over the next ten years.

Therefore additional land needs to be identified for residential and commercial development, above and beyond that currently allocated.

**Cullompton Town Council response to Mid Devon Scoping Document  
July 2013.**

**Comments relating to Existing land identification 2011 proposals**

Responding to the existing planning Proposals map Cullompton January 2011:

- Given that much of the land identified in the 2011 plan is already under development, it is the view of the Town Council that the remaining land identified (see Box on Page 1) and allocated in the 2011 plan is insufficient to extend house building at the proposed rate of 95 dwellings per year until 2026.

**Willand Road**

- The Council supports the allocation of the land AL/CU/1 along the Willand Road in the fields behind the College Surgery.

**Tiverton Road**

- The Council has grave concerns about the land AL/CU/1 along Tiverton Road, opposite the Kingfisher reach site, extending towards St Andrews Hill. The concerns relate to the lack of a strategic high-capacity road (not a street), linking Tiverton Road to Swallow Way, and the lack of improvements at the Tiverton Road High Street Junction. If an appropriate road similar to Swallow Way can be constructed linking Tiverton Road and Swallow Way these concerns would reduce.
- The Land identified as AL/CU/8 relates to the existing Knowle Lane development and plans for Phase 2. It is assumed that as planning permission for Phase 2 has been granted to the developers by MDCC and that as the housing market is improving this development will be completed within five years.

**Honiton Road**

- The Town Council believe that a neglected area of development is the Honiton Road A373. The Town Council would therefore like to see extra land allocations in the Honiton Road, Stoneyford, and Culm Lea locality, extending out to the Cullompton Town Boundary on the Honiton Road.
- Culm Lea, the derelict greenhouse site should be developed for housing and an outline planning application is currently being processed for such a development.
- Culm Lea should be extended eastwards behind the houses along the Honiton Road, with the existing farm road becoming an access road.
- The Town Council note that developers have previously discussed substantial development along the Honiton Road including a new primary school and shops.

**New Retail**

- In the large developments in Swindon, a number of housing estates have reintroduced a small shopping area with a variety of shops and restaurants to enable residents to shop locally. In some of the new housing developments in Tiverton, local shops have been included.
- Therefore in some of the areas where there is large-scale housing development which is some distance from the Town centre, consideration should be given to allocation of new retail shops.
- Consideration should be given to providing large retail space suitable for large national companies to act as anchor points for other developments.

**Commercial Development, Cullompton Industrial Estates**

- In the 2011 proposal, the land identified as AL/CU/13 should remain included as commercial development and, in addition, the land identified as CU7, CU8 and CU9 in the 2006 proposal should be included.
- The Town Council do not believe that it is appropriate to reduce the amount of commercial land suggested in the scoping document (p34), rather this should be increased.
- Mole Valley Farmers provides a location along Honiton Road that could be expanded with other large retail outlets in the vicinity.
- Kingsmill Industrial Estate should have substantially more land allocated for development with a road appropriate for HGVs linking Kingsmill Industrial Estate and the A373 Honiton Road. The Honiton Road junction should be in the vicinity of the existing "Welcome to Cullompton" town sign on the Honiton Road.
- The Town Council believe a substantial expansion of Kingsmill Industrial Estate with improved Road access to Honiton Road would be attractive to developers because of its close proximity to Junction 28 of the M5.
- An expansion of land allocation for Kingsmill Industrial Estate would allow for a variety of units, small, medium, large and very large to be developed.
- The existing small amount of land at Kingsmill Industrial Estate limits the development of a wide variety of industrial units, so limiting employment opportunities locally.
- The Town Council note with concern that industrial estates in Crediton, Honiton and South Molton, towns of a smaller size than Cullompton, are all larger with a greater range of units of different sizes. The Industrial Estates in Willand currently have more development on-going than Cullompton.
- The Town Council would like substantial economic development of the Alexandria Industrial Estate. This has the potential to provide additional shopping facilities for the town.

**Cullompton Town Council response to Mid Devon Scoping Document  
July 2013.**

- The Town Council would like substantial improvement and economic regeneration of Long Meadow Industrial Estate if this land is not to be used for the Eastern Relief Road. However it is noted that this is a relatively small site with difficult vehicle access and no likelihood of further land being available to expand the site.

**Bus Station bus terminus next to TESCO**

- The Town Council would like the field next to TESCO to be developed as a bus terminus / bus station that can join the Eastern Relief Road when it is built. This location, close to the Motorway with a turning area for coaches, would enable National Express and Mega Bus to have improved access to Cullompton. It would also provide a terminus for local buses adjacent to a key shopping area.

**Transport**

- Cullompton Town Council strongly supports the need for a railway station in Cullompton.
- Cullompton Town Council would like a bus terminus or bus station close to the M5 to enable coaches to provide an improved service to Cullompton.
- Cullompton Town Council would like to see an extended, coherent and extensive cycle path network, for health benefits and to reduce local traffic.
- See attached cycle plan document (Appendix A).
- Cullompton Town Council would like to see improved bus services
- Cullompton Town Council would like to see improved bus shelters

**Leisure**

- Cullompton Town Council would like a substantial expansion of leisure facilities in Cullompton to bring Cullompton up to a similar standard as Tiverton and Crediton.
- Cullompton Town Council voted that it wished all the Meadow Lane Land owned by Mid Devon to be used for leisure development connected to the Leisure Centre and for this area to act as a focal point for the 12+ age group.
- Leisure facilities should include tennis courts, climbing walls, Multi-Use Sports Area; fitness studios etc. (Appendix B).
- Cullompton has several leaflets promoting local walks. Most of these walks are inaccessible to wheelchair users, and it would be helpful to develop some of these existing walks into wheelchair accessible walks as per Devon County Council guidance.
- Make a cycle route from Cullompton that connects with the National Cycle Route 3 in Willand, enabling locals and tourists to access the wide range of Devon Cycle trails.

### **Environment/Countryside**

- Cullompton has some beautiful countryside, rolling hills, rivers and streams and an identified list of local walks.
- Cullompton Town Council believe this could be enhanced by making/creating an environmental area within the CCA fields, along the river, the leat and leading along the water meadows by Millennium Way.
- One possibility would be to rename the CCA fields as CULLOMPTON COUNTRY SIDE PARK although this matter is for the CCA to address if they wish. However, even without a change of name this valuable community asset could be described as a countryside park.

### **Social**

- Cullompton needs to develop a range of social night time attractions to attract the many households who live in the new and expanding estates.

### **Schools and medical.**

- St Andrews Primary School and Willowbank Primary School need improved sporting facilities.
- The 2011 Local plan identifies the need for a new third primary school; the Town Council support this view.
- A suggestion would be to site this new school on the Honiton Road vicinity and expand housing in that locality. This would reduce the need for parents to cross Junction 28 to take children to school.
- Cullompton Community College will need to have land identified for expansion as the town grows and to have shared sports facilities with the leisure centre.
- An increase in preschool and nursery provision will be needed. Suitable land should be identified and buildings developed on the new estates.
- An expansion of medical facilities to cater for the increased population will be required.

### **Roads and vehicle traffic routes.**

- The Town Council strongly supports the need for an Eastern Relief Road, as soon as possible, to relieve traffic congestion within the town.
- The Town Council wishes to see more roads capable of carrying high volume traffic such as Millennium Way and Swallow Way, providing a core critical road network for the new housing developments.
- The Town Council would like to see the High Street become one way from the Manor Hotel to the Library, with short term parking on one side of the road as is done in Tiverton. Reduced HGV traffic in the

## **Cullompton Town Council response to Mid Devon Scoping Document July 2013.**

High Street and short-term parking should contribute to Town Centre regeneration.

- Expand Knowle lane alongside the rugby club into a two lane road with a wide pavement.
- Expand Ponsford Lane into a two lane road ready for future housing development.

### **Job Creation**

Devon County Council and Mid Devon District Council identify the lack of local jobs as a concern. A previous report on Cullompton identified it as an ECONOMIC BACKWATER. It is crucial to the town's wellbeing that economic development and job creation are core to the building development and expansion of Cullompton.

- Increase of land for industrial estates.
- Increase of land for new retail outlets.
- Improve and simplify planning for retail businesses within the core of the town.
- Market Cullompton as a place to attract inward investment.
- Expand the fibre computer connection to the Industrial estates and hinterland of Cullompton.
- Attract new businesses and new shops.
- Promote Tourism / Leisure in area stressing, for example, that within 10 minutes walk of the Cullompton Town Centre there is a golf course, fishing lakes, bowls, rugby, football, cricket and rifle clubs.

### **Tourism**

To have an official tourist information point in the town to help:

- Identify local attractions for visitors and local people.
- Investigate the possibility of a museum.
- Improve existing footpaths to allow visitors to access the town properly.
- To highlight the fact .

### **Air Quality within the Town Centre**

- Actively introduce measures to improve air quality within 3 years, by 2016.

## Cullompton Cycle Path Draft Projects 2013.



Cullompton Cycle Paths July 2013.

Cullompton Town Mayor Councillor Gordon Guest and the Chairperson of Cullompton Community Fields suggest some NEW multi-use cycle paths for the town of Cullompton.

**Cullompton Town wishes to work with DCC and MDDC to develop a network of multi-use cycle paths throughout the Town of Cullompton.**

A discussion document.



Cullompton Town Mayor Councillor Gordon Guest and the Chairperson of Cullompton Community Fields suggest some NEW multi-use cycle paths for the town of Cullompton.

**Cullompton Town wishes to work with DCC and MDDC to develop a network of multi-use cycle paths throughout the Town of Cullompton, linking the Town Centre, The 32 acres of the CCA fields and leat stream, Cullompton Community College, College Surgery, Wood mill Hospital, Tesco, the large housing estates and Tiverton Parkway railway station.**

Links to National Cycle Route 3 at Tiverton Parkway would provide cycle access to the extensive Devon network of local and National Cycle routes, to which Cullompton is not presently connected. Linking to the National Cycle network would provide many benefits for local people.

### **Introduction.**

The aim of this document is to set out the need for several new multi user cycle path routes in Cullompton Devon, to provide improved off road access to pupils going to Cullompton Community College from around the town, cyclists, the public, parents with push chairs and wheelchairs and mobility scooters.

A number of possible cycle routes are identified some within the 32 acres of the CCA fields and some beyond the CCA fields.

The CCA as landowners of the CCA can only support the development of new cycle paths on their 32 acres of land. Other land owners would need to be consulted about the cycle routes beyond CCA land. Consultation would be by DCC and MDDC and Cullompton Town Council.

Additionally there are several pavement areas that need resurfacing or upgrading due to these pavements being a key walking route to College Surgery at one end of the town and Wood mill Hospital at the other end of the town.

Also the pavements at the Tiverton Road junction with High Street are too narrow for mobility scooters. Therefore an alternative pedestrian, cycle path route is urgently needed from the old people's residences around the fire station area, Hammet Road, Vickery Close, Appledore Close etc. to the shops at the town centre.

### **Funding opportunities 2013 and beyond.**

Cullompton Town has a large amount of land set aside in the Mid Devon Plan for residential and commercial development. There is already taking place extensive housing development on several estates around the town. Developers have presented proposals for phase 2 housing at Knowle Lane (Tiverton Road) and the redundant derelict greenhouses site at Culm Lea off the Honiton Road. Further extensive land on the Willand Road is identified within the Mid Devon Plan for some 1,000 houses of residential development.

As this building development takes place there is the opportunity for Devon County Council, Mid Devon District Council, and Cullompton Town Council to use developer led funding to contribute towards the cycle path costs.

Cullompton Community Association (CCA) is a registered charity with its own bank account. As a charity it is in a position to submit grant applications to charity funds which the town council can not apply to. However it would need to work jointly with DCC, MDDC and Cullompton Town Council and have match funding to progress these bids.

There is therefore an opportunity here for collaboration between a range of organisations to use housing developer led funds as prime funding and bid for grants for additional funding for multi-use cycle paths.

The Cullompton Relief Road is planned to go through the CCA fields from Station Road to Meadow Lane or a separate route to Exeter Road exiting near Wood mill hospital. Building may begin in 2020. No plans have yet been made over the route. The timescale could be anything from 5 years to thirty years. However there is the opportunity to build into the relief road plan extra multi use cycle trails that are not part of the road carriageway. This offers a further opportunity cost that can be factored into the relief road construction plans.

There are several examples in Tiverton of main roads with a tarmac cycle path nearby parallel to the road without being a pavement of the road.

It is in this context of cycle path, multi-use path development linked to on-going housing building and relief road plans that the draft cycle path routes are presented.

### **Draft Cycle Routes.**

#### **Plan 1.**

To provide a cycle route access to Cullompton Community College linking to the existing and expanding housing estates particularly along Willand Road, Tiverton Road, and Culm Lea, making it easier and safer for pupils to get to and from school avoiding main roads.

To ensure the construction of the cycle paths enables multi use, pedestrian's, parents with pushchairs elderly with walking frames and wheelchairs and mobility scooters.

#### **Route 1.**

#### **Picture 1. Station Road zebra crossing.**

**A cycle path from the zebra crossing on Station Road, through the field beside TESCO, into the CCA fields, through the CCA fields and linking with Meadow Lane in the vicinity of the pumping station.**

The location of the cycle route on Station Road would enable this route to link with the partial cycle route up Millennium way to the new housing estates along the Willand Road.

This location would also provide a good link with walkers from the Culm Lea housing estate crossing the Motorway.



Hopefully with the new traffic light system installed on Junction 28, it would be easier and safer for pedestrians to cross Junction 28 to gain access to TESCO, the Town Centre, the schools and Doctors surgeries.

**Cullompton Town Council assumes Devon County Council is aware of and mindful of those pedestrian footpath needs.**

**Route 1. Section through the CCA fields.**

This would begin beside TESCO / Station Road Zebra Crossing and run to the river bridge at Duke Street / Old Hill and run through the field beside TESCO and the CCA fields.

Orientation. Assume we are standing on Station Road looking towards the CCA fields. On the left is the railway and M5, on the right Tesco and the leat stream.

Picture 2 view from Station Road into field beside Tesco not CCA land.



Picture 3 view of existing gravel path through the centre of CCA field.



Picture 4 hedge boundary between CCA land and field beside TESCO.



**CCA Route 1 provisional.**

From behind TESCO a new cycle path between the existing path, on the left and the leat stream on the right, new pedestrian only footbridge, or culvert, over drainage gully stream, progressing through grass area alongside play park and curving around to gate entrance beside the bridge on Duke Street. This entire route is on CCA land.

This creates a new cycle route and keeps the existing gravel walking path, as has been done on the Exe Estuary beside Turf Locks.

Picture 5 CCA Play Park.



Picture 6 CCA Play Park and fence.



**Leat Stream footpath.**

There is an existing concrete footpath beside the leat stream running from Station Road to Higher Mill footbridge and then from Higher Mill alongside TESCO land to the Middle Mill footbridge.

The present concrete footpath is too narrow for mobility scooters and too narrow to make an effective multi use cycle path. Between Station Road and Higher Mill footbridge the banks of the leat stream are eroding and there is in places very little space to widen the footpath.

The leat stream footpath from Higher Mill footbridge to Middle Mill footbridge is narrow and too narrow for mobility scooters. However there is more land available on either side of the existing concrete footpath. So this footpath could be widened by between 15 cm and 30 cm. With a new tarmac top surface this would provide a much improved walkway access to TESCO and along the leat stream. **This would be a desirable objective within one year.**

However the overall narrowness of the footpath and land adjacent to the leat stream do not make this a good location for a multi-use cycle path from Station Road into the CCA fields.

**CCA Route 2 provisional.**

From behind Tesco at Tesco CCA boundary upgrading of existing CCA path to Tarmac, but wide enough and strong enough for maintenance vehicles to use, upgrading existing bridge for vehicles and pedestrians, continuing along existing path and then a new spur alongside the whippet race track down to the gate near the bridge at Duke Street. This upgrades an existing path, which may be cheaper but has the extra expense of making sure the bridge is safe for maintenance vehicles. **Objective desirable within three years.**

Picture 7 vehicle bridge.



Picture 8 stream under bridge



Picture 9 gate and entrance to CCA fields.  
Possible new cycle track starts in this area.



Picture 10 whippet track on left leat stream on right amongst trees.

Possible new cycle track through this grass area. This is all CCA land.

**CCA Route 3 provisional.**

A spur leading off the main cycle route going to the right beside the play park on CCA land towards the leat stream, a new pedestrian footbridge across the leat stream and a path through landowner Roger Vesey's field linking to Meadow Lane and the rear exit of The Community College which comes out into the Culm Valley Leisure Centre car park.

At some point in time it is assumed the relief road may go through this land (Mr Roger Vesey's) and this section of the cycle path may need to be linked to that development. If the relief road takes another route the cycle path may need to follow that. NOTE the relief Road is unlikely to be built before 2020. **So building a multi-use cycle path in the CCA fields before then would be very helpful.**

Picture 11.



Lower Mill and the leat stream, with existing public footpath signed.

Public access to this footpath has a flight of steps so it is not accessible or disabled friendly.

The path beside the leat is not wide enough or safe enough for wheelchairs, or pushchairs.

**Upgrading this section of the footpath to a cycle path and replacing steps with ramp access for disabled and pushchair use is highly desirable.**

Pictures of leat stream looking to River mead houses from CCA fields and into Mr Vesey's land between River mead houses and leat stream.

Picture 12.



Picture 13.



**CCA Route 4 provisional.**

Picture 14 Station Road zebra crossing.



Picture 15 brick wall of electricity substation with Tesco behind.



From the zebra crossing area on Station Road, going around the electricity substation on the right, curving to the right towards the Tesco boundary and running adjacent to the Tesco

boundary to the dense hedge at the CCA perimeter. Cutting a new route through the hedge and installing another small pedestrian foot bridge or culvert to cross the small stream and link into the CCA field cycle route.

Picture 16 Tesco boundary with field to left of Tesco.



Picture 17 hedge between Tesco and CCA field.

This field is not owned by the CCA and landowner permission would be needed. However somewhere through this field the Cullompton relief road will go and at the time of gaining land for the relief road land could be gained for the cycle path as well.

However the landowner may agree to using land right next to the TESCO boundary as this would have minimal impact on the field itself and is unlikely to affect the relief road if it gets built in 2020. At Halberton the edge of a field was used to construct a new pedestrian walkway cycle route to Tiverton Canal. This section of cycle route in Cullompton, could be similar to the one at Halberton, but tarmac surface not cinder surface as mobility scooters can not drive on cinders.

**CCA Route 5 provisional.**

**The DCC Accessible Trails in Devon lists a number of short accessible walks between 1 mile and 3 miles in length.** The 32 acres of the CCA fields and the leat walk offer an area to develop a circular accessible tarmac walk taking in the CCA fields. Such a cycle route / accessible walk could then promote improved development of inaccessible parts of the CCA field at present. The provision of such an improved amenity in Cullompton Town would Link well with the Healthy Countryside Access Agenda. Many disabled persons and patients from Woodmill hospital use part of the CCA fields as does the general public.

Some funding for this route may well be available from housing developers.

Picture 18



Picture 19.

## **Cullompton Cycle Path Draft Projects 2013.**

Pictures of CCA field and inaccessible areas for disabled at present. An accessible tarmac trail could open this area up to a wider selection of the public all year.

**CCA Route Summary.**

As the CCA are the landowner of the CCA fields and they are supportive of "appropriate cycle path development" it would seem best to focus on developing cycle paths in this area first (one to two years) as DCC would only have one willing landowner to negotiate with.

Cullompton Town Mayor fully supports the development of cycle paths and accessible trails in the CCA fields. The Mayor and chairperson of the CCA would welcome further discussion with DCC and MDDC.

**Non CCA cycle path routes.**

**Cullompton Cycle Route 5 Millennium Way.**

There exist some cycle routes along Millennium Way through the linear park. These are not obvious and as you turn into Millennium Way at the Tesco roundabout cyclists just cycle straight up Millennium Way they do not go into the housing estate to search for cycle routes. So building a new cycle route along the grass verge of Millennium way which has spur access to the linear park route would be highly desirable. This would create a cycle route from Tesco roundabout to the roundabout on the Willand Road exiting next to the jubilee memorial garden. This would enable secondary school pupils to cycle to Station Road cross at the zebra crossing and continue through the Tesco field and CCA field to the secondary school. Pupils keeping completely off the main roads.



Picture 20 pedestrian footpath leading from Station Road zebra crossing to Millennium Way, which ends after a few hundred metres. This would make a good route for school pupils and public if extended the length of Millennium Way.



Picture 21 shows very busy traffic going into Tesco car park and coming out. Hence the need for a cycle path that avoids the car park entrance by going into the field beside Tesco.

**Cullompton Cycle Route 6. Texaco Garage, Crow Green Langland's Road, to Knowle Lane using the river valley.**

This would begin at the footpath beside the Texaco Garage running adjacent to Crow Stream. Secondary School pupils cross Exeter Road beside the Texaco garage walk down Brook Street and enter the school through a back gate which is closed out of school hours. There exist several small bits of footpath and green space running through Crow Green fields, crossing Langland's Road and up into the new Knowle Lane, Kingfisher Reach



development. The aim would be to have a clearly signed cycle route from Knowle Lane Phase 2 development, through the river valley, under the new road bridge in Knowle Lane, over Langland's Road, some road use to Crow Green field and then linking to the footpath beside Crow Stream exiting at the Texaco garage. This would give secondary pupils a direct and quick route to school avoiding busy routes and the public a good route towards the town centre.

Exact details of this route would need to be discussed with DCC experts on cycle routes and multi-use routes.

### **Cullompton Cycle Route 7.**

#### **Cullompton Town to Tiverton Parkway railway station and link to national cycle network route 3.**

It would be very helpful for the town if a cycle trail could be built that linked Cullompton to Willand, Tiverton Parkway railway station and national cycle route 3.

This would assist many people who regularly use the railway station to commute and mean they did not use their cars. In addition there is an existing national cycle route (3) that crosses Tiverton Parkway station by footbridge and links to the Tiverton Canal.

This would then provide a cycle path directly from Cullompton to Tiverton Canal via Tiverton Parkway railway station a benefit to the public and commuters. A major benefit of this would be to link Cullompton to the National Cycle network. This would enable cyclists to cycle from Cullompton to a variety of destinations.

It may also have the advantage of attracting cyclist visitors / tourists to Cullompton as a stopping of point on a cycle holiday.

The cycle route from Cullompton to Willand and Tiverton Parkway is a more complex route and would require much more detailed consideration. However such a route because of its transport links might be eligible for Central Government funding.

### **Summary.**

#### **1. CCA Route Summary.**

As the CCA are the landowner of the CCA fields and they are supportive of "appropriate cycle path development" it would seem best to focus on developing cycle paths in this area first (one to two years) as DCC would only have one willing landowner to negotiate with.

Cullompton Town Mayor fully supports the development of cycle paths and accessible trails in the CCA fields. The Mayor and chairperson of the CCA would welcome further discussion with DCC and MDDC.

#### **2. Pavement sites that need new tarmac surface and or upgrading in Cullompton.**

Additionally there are several pavement areas that need resurfacing or upgrading due to these pavements being a key walking route to College Surgery at one end of the town and Wood mill Hospital at the other end of the town.

The pavement from Station Road traffic lights past the alms houses, past Astra printing leading up to the zebra crossing outside College Surgery needs upgrading. This is a major pedestrian route to the surgery. It would also be helpful if more seating could be provided on this route for the elderly to rest as they walk to and from the surgery.

Also the pavements at the Tiverton Road junction with High Street are too narrow for mobility scooters. Therefore an alternative pedestrian, cycle path route is urgently needed from the

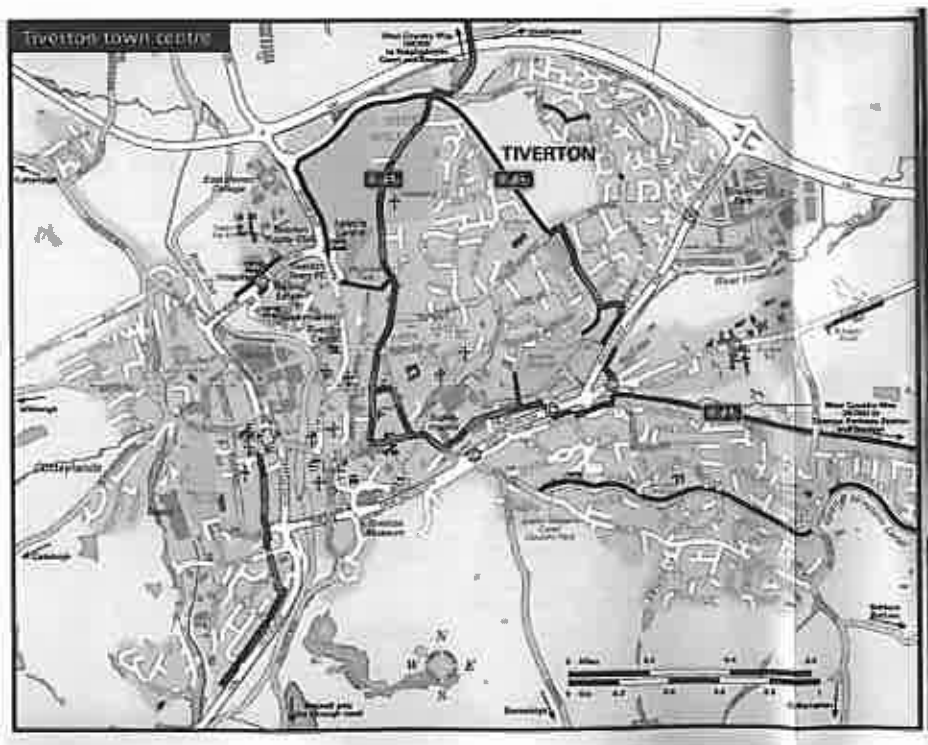
## Cullompton Cycle Path Draft Projects 2013.

old people's residences around the fire station area, Hammet Road, Vickery Close, Appledore Close etc. to the shops at the town centre. This needs to be clearly identified and signposted with a good tarmac surface that will assist those walking with walking frames.

### 3. Other Cullompton Cycle paths.

The Cullompton Town Mayor and council would welcome discussions with DCC and MDDC officers regarding cycle routes in other parts of the town so that advantage can be gained of funding from house builders, before planning permission is granted by DCC and MDDC for new development.

This is a map of Tiverton showing the extensive range of cycle routes through Tiverton. In particular Tiverton has shaded in blue a circular cycle route around the central part of Tiverton. Cullompton does not have an integrated cycle network like Tiverton, it would like one.



**Cullompton Town wishes to work with DCC and MDDC to develop a network of multi-use cycle paths throughout the Town of Cullompton, linking the Town Centre, The 32 acres of the CCA fields and leat stream, Cullompton Community College, College Surgery, Wood mill Hospital Tesco, the large housing estates and Tiverton Parkway railway station.**

The Cullompton Mayor looks forward to a response to this document from MDDC and DCC officers.

Councillor Gordon Guest  
Cullompton Town Mayor.

May 2013.



## Provision of Leisure Facilities in Cullompton

A discussion paper

Prepared by  
Cullompton Town Council  
May 2013

## 1. BACKGROUND.

- 1.1 The town of Cullompton is expanding. During the last 20 years there has been substantial new housing development, both within the town and in the town hinterland. This has led to a 10.8% increase in population over last 10 years (DCC statistics). It is predicted there will be a similar increase in the next 10 years.
- 1.2 During the period 2003 to 2013 the leisure facilities provision for the town have not kept pace with the town growth.
- 1.3 Cullompton has no tennis courts, the all-weather surface pitch is booked to full capacity and the fitness centre within the Leisure Centre is too small.
- 1.4 It is the view of Cullompton Town Council that a substantial investment in Cullompton leisure facilities is required and that this needs to be a phased project over several years. The Culm Valley Sports Centre is now at full capacity in a number of areas, e.g. all weather floodlit sports pitch, and can not add in extra space for the increasing demand. So an expansion of facilities would alleviate the existing pressure on some sports facilities, provide a wider range of sports facilities and generate new income for the Culm Valley Leisure Centre.
- 1.5 Given the income Mid Devon District Council will receive from the new housing builds in Cullompton, the Town Council wishes to ensure that Mid Devon District Council accept the need to allocate funds to support the improvement of Cullompton leisure facilities.

## 2. LEISURE PROVISION GOALS

### 2.1 Short Term Provision Goals (within one year)

- To refurbish two tennis courts and install appropriate flood lighting.
- To develop multi use games areas (MUGA), with flood lighting, next to the skate park in Meadow Lane.

### 2.2 Long Term Provision Goals (over one year but within three years)

- To develop at least two additional tennis courts on the Meadow Lane land.
- To build a large extension of the Culm Valley Leisure Centre. This extension would allow for a much larger fitness centre, an indoor climbing wall and other improvements as identified by the manager.
- To build an outdoor horizontal climbing wall on the grassed area of the Culm Valley Leisure Centre.
- To create facilities for outdoor adventure training in the Meadow Lane area.
- To create a large environment, within and surrounding the Culm Valley Sports Centre, to cater for 12 plus (teenagers), link with the Cullompton Community College and provide a wide range of sporting opportunities for disabled, and all ages of the community.
- That the Culm Valley Leisure Centre should become a 'centre of excellence' and the focal point for leisure within the Town of Cullompton.
- Other Leisure Centre improvements the centre manager and Mid Devon may consider.

### 2.3 Single Site Development

Through focussing the development on one central area, rather than one central area and two peripheral sites, e.g. existing football club and new land on the Willand Road behind the College Surgery, there will be efficiency gains in staffing, building, heating, and land purchase costs.

### 3. THE MARKET

#### 3.1 Demographics for Cullompton (source Devon County Council)

3.1.1 Population	Cullompton	Remainder	Total
2001	7,614	13,053	20,667
2011 (National 2010)	8,786	15,050	23,836
2013 (from census data)	9,867	17,864	27,551
Increase	10.8%	10.9%	10.9%

3.1.2 Cullompton population 50% of the population are aged 20 to 59,  
21.9% aged 60 to 79 years  
23% aged 0 to 19 and  
6% aged 80 plus

3.1.3 Housing some 75% of the town are owner-occupiers.  
Some 12% are in Council housing  
Some 13% in private lettings

3.1.4	Population	Av. Income	Av. House Price
Cullompton Town	8,786		
Hinterland	15,050	£34,000	£219,000
<i>Town Area</i>	<i>23,836</i>		
Honiton Town	11,623		
Hinterland	5,663	£30,000	£227,000
<i>Town Area</i>	<i>17,286</i>		
South Molton Town	5,126		
Hinterland	8,476	£29,000	£253,000
<i>Town Area</i>	<i>13,602</i>		
Crediton Town	7,693		
Hinterland	13,211	£32,000	£227,000
<i>Town Area</i>	<i>20,904</i>		

*(Town population 2011, income and house prices 2009)*

#### 3.2 Occupation Profile (Source: DCC 2011)

Agriculture	6%
Manufacturing	9%
Utilities	2%
Construction	8%
Wholesale, retail & Motor Vehicles	17%
Transport & Storage	5%
Accommodation & food	4%
ICT & finance	4%
Real estate	1%
Professional, scientific & Technical	7%
Admin & support services	4%
Public admin & defence	6%

Education	8%
Human health & social work	13%
Other	5%

2% of males between 16 to 74 are unemployed and 2% of females.

- 3.3 A very low level of unemployment, with a wide variety of occupations available. A higher than average income than Honiton, South Molton and Crediton.

## 4. LEISURE FACILITIES AUDIT

### 4.1 Public Facilities

In 2012, the Town Council completed an audit of its parks and leisure facilities. It identified four key recreation areas on which to focus at the present time. Resulting from this audit the Town Council decided it would concentrate development of leisure facilities within the Town of Cullompton. It identified four key recreational areas in which to focus at the present time.

#### 4.1.1 Key Play Park One.

The linear park that runs alongside Millennium Way. This has a small fenced play park for under 10s, which is in good condition. The linear park itself has extensive grass areas that are undeveloped. These could be improved with football goals, basketball nets and all weather seating. The location of this park would enable it to service the substantial development already in place along the Willand Road and future development at this end of town.

#### 4.1.2 Key Play Park Two

The Upcott field, beside St Andrews Primary School. The Town Council owns this land and maintains it. The grass area is jointly used by the school and public. This is a central location, serving the town and school. There is an existing fenced play park for under 10s and seating. The Town Council have plans to extend the play park in the future.

#### 4.1.3 Key Play Park Three

Knightswood Play Park is situated to the south of the town close to the Padbrook Park roundabout on the Exeter Road. This is a large park with a football area, a recently upgraded play park, in which the play equipment is mainly for under 11's, and seating.

#### 4.1.4 Key Play Park 4

The Culm Valley Leisure Centre on Meadow Lane. This has substantial underdeveloped grass areas owned by Mid Devon District Council. Next to the Leisure Centre is the Cullompton Community College and the John Tallack Youth Centre. Additionally the Cullompton Skate Park is located close by and the all-weather sports pitch is jointly used by the secondary school and public. Therefore it is already an area of high teenage sports usage. This is considered by the Town Council to be the fourth area of development and the principle focus of this area should be the twelve plus age group.

### 4.2 Non-public Facilities

#### 4.2.1 Cullompton Community Association (CCA) Fields.

- The CCA owns and maintains some 32 acres of fields between the town and the M5. Within the CCA Fields are the Cullompton Cricket Club, The Cullompton Rangers Football Club, the Cullompton Bowls Club, a whippet racing track and a fenced in play park. There are large areas of grass open to the public and attractive walks along the leat.



- As neither the Cullompton Town Council nor Mid Devon District Council are owners of the land they can not plan to upgrade or improve the land. The town council are in discussions with the CCA and some town councillors are also members of the CCA.
- Uncertainty hangs over developing this land due to the likely eventual building of an Eastern Cullompton Relief Road through the CCA. The route is as yet unknown, though it is hoped it will run at the periphery of the fields to reduce impact.
- Informal discussions with Cullompton Rangers Football Club show that the football club needs substantially more all-weather floodlit training areas for its many teams. They currently hire the all-weather pitch at the Culm Valley Leisure Centre for training sessions, so providing a large income to the Leisure Centre. Due to the uncertainty of the relief road and timing of its build and the precise route; planning for any expansion is currently difficult. Therefore it is not possible for the Town Council at this stage to make any collaborative plans with the CCA or Cullompton rangers Football Club for expanding joint sports facilities at this location.

#### 4.2.2 Cullompton Community College.

- There has been discussion, and there is ongoing discussion, with the Head teacher of Cullompton Community College regarding development of shared sports facilities and land. The school, with Devon County Council, has a five year plan for land and building development. Thus the old swimming pool site is not available and the three large tennis courts are also not available.
- The two tennis courts furthest away from the school have possibility. They have existing floodlights but these have not worked for many years. There is the option to upgrade and resurface these tennis courts and negotiate a shared agreement between the school and next door Culm Valley Leisure Centre. However, the school uses the tennis courts during playtimes, this would mean installing a tougher, harder wearing tarmac, which would not comply with Lawn Tennis Association Standards. Therefore the longer term aim is to build other tennis courts in a different location which do comply with LTA standards.

#### 4.2.3 Cullompton Rugby Club

The rugby club has good existing facilities for rugby. It is a potential alternative location for some sporting facilities. However, the land around the rugby club is steadily being built upon with housing estates. It is unlikely that there will be any private land there for sporting facilities.

### 4.3 Potential Facilities

#### 4.3.1 Willand Road

- A substantial area of land along Willand Road has been ear marked for housing development. It would be possible to site a second leisure centre with sports facilities on this new land. However, Mid Devon District Council would have to buy the land and it would have to develop it from scratch. This land is nowhere near the Secondary School.
- Should a private company, such as Esporta decide to build on Willand Road, they would take so much trade from the Culm Valley Leisure Centre it would probably make the centre uneconomic to run.

#### 4.3.2 Meadow Lane

- Mid Devon own all of the land that could be developed at this site, so there would not be a cost for purchase of land.
- There is an existing leisure centre on site, providing changing facilities and toilets.
- Keeping one building would minimise staffing levels.
- The Meadow Lane site is next to the Secondary School and can have shared usage. The John Tallack youth centre is also on site and makes use of sports facilities.

## 5. FOCAL POINT 'ONE STOP SHOP' LEISURE.

5.1 It is deemed an advantage to concentrate all the major leisure facilities for teenagers and above in one place so this gives a "ONE STOP SHOP" location for leisure and is more attractive to the public and more economic to run. The ideal location for this development is Meadow Lane (see above)

### 5.2 SWOT Analysis

#### 5.2.1 Strengths:

- The site has the current leisure centre with room to expand.
- The site is ideally situated to share facilities with the town's secondary school and youth centre.
- The site already has well established teenage and adult use.
- The site is already heavily used with many facilities at or above capacity.
- Expansion at this site would enable overheads to be shared
- Expansion at this site would enable facilities to be shared

#### 5.2.2 Weaknesses

- Phased expansion could be disruptive to existing use and users over an extended period.
- Mid Devon District Council has indicated a desire to develop the site with housing.

#### 5.2.3 Opportunities

- The site already has an operational structure, with management and staff already on site.
- The land is already owned by Mid Devon District Council.
- The town is expanding rapidly with demographics likely to create increasing demand for leisure facilities.
- Increased facilities and their promotion, would facilitate improving the health of all age groups and the reduction of obesity through raised levels of exercise.
- In comparison to other leisure centres within Crediton, Tiverton, Honiton and Exeter, the Culm Valley Leisure Centre is less developed and has much fewer facilities.
- Funding should be possible from new revenue streams associated with significant housing development.

#### 5.2.4 Threats

- Delay or postponement could mean that the opportunity will be lost, as funding will never be as easy to obtain (Community Infrastructure Levy (CIL) and grants).
- The land at Meadow Lane could be lost to housing development
- Lack of leisure facilities could contribute to a downward spiral of appeal to new residents, thus lowering house values and reducing spend in the town
- Failure to provide adequate leisure provision for teenagers could increase the likelihood of problems/vandalism in the town.
- A private leisure company could see the opportunity presented by the fast growing town and develop facilities that would overwhelm the existing public provision.
- Lost opportunity of Government funds for plans linked to sports, health and obesity - missing grant funding opportunities.

## 6. THE CULLOMPTON TOWN LEISURE AND PARKS PLAN

### 6.1 The need

- 6.1.1 Mid Devon District Council have plans to develop some 1,400 new homes in Cullompton over the next few years. Developers have already applied for approximately 350 new houses in Knowle Lane.
- 6.1.2. The increase in population will
- Increase traffic.
  - Increase demands for school places both primary and secondary.
  - **Increase demands for improved leisure, recreation and parks facilities.**
  - Provide substantial income to MDDC through developer contributions and in the long term through Council Tax.
- 6.1.3 Improved leisure facilities will help act as a “**quality mark**” in attracting new residents to Cullompton Town.

### 6.2 Recommendations agreed and passed at Cullompton Town Council committee on 2<sup>nd</sup> October 2012.

- 6.2.1 That the subcommittee agree with and support the idea of a four to five year leisure facilities development plan for Cullompton Town. That the council agrees that Councillor Gordon Guest (currently Town Mayor) and Councillor Eileen Andrews, lead on this plan helped by other councillors. This resolution was passed in full council in October 2012.

Passed and agreed that a number of other councillors work on this town leisure project with Cllr Gordon Guest.

- 6.2.2 That the subcommittee agree that councillors Eileen Andrews, Gordon Guest and others as needed may represent the town council in meetings with Mid Devon and Devon County officers and members in progressing the Cullompton Town Leisure and Parks Plan.

Passed and agreed.

- 6.2.3 That the town council endorses (October 2012) its previous decision (voted on in full council and passed with a good majority, Summer 2012) that all the Mid Devon owned **Meadow Lane Land** be used only for leisure facilities and no houses be built on any of that land. That this decision be communicated to Mid Devon District Council.

Passed and agreed.

- 6.2.4 Cullompton Town Council Mayor (Chairman's) comments.

- The development of and expansion of the leisure facilities and parks facilities is an essential development linked to the planned on-going development of Cullompton Town.
- This development should **not be “DEVELOPER” led, but that a coherent 4 to 5 year plan be constructed** with MDDC, which once in place developers can contribute to. The Town Council sub committee has agreed this (October 2012)
- That the Town Council should be proactive in setting out its requirements for improved leisure facilities.
- The Town Council wishes to work with Mid Devon to this effect.
- MDDC has recently spent a large amount on upgrading Crediton Leisure centre and resurfacing Tiverton Tennis courts. Cullompton believes it is time for it to have some investment also.

### 6.3 Action Plan

6.3.1 The economic make up of the town indicates a large population of owner-occupiers with good income able to pay for the use of improved sports facilities. The 21% over 60s group indicates a large enough group of retired people to make daytime use of sports facilities.

#### 6.3.2 Tennis Courts

Currently there are no tennis facilities within the town, which necessitates travelling to Willand or Sampford Peverell to play tennis. Younger people without their own transport are not able to use these distant facilities. From 1902 to the mid 1990's, Cullompton had a thriving local tennis club. This closed due to lack of local tennis courts within the town. It is hoped that this is a group that can be persuaded to start again. New tennis courts would provide a new activity and new income.

Action 1: To refurbish two tennis courts at Cullompton Community College, with appropriate flood lighting, for shared school and public use.

#### 6.3.3 Multi Use Games Area (MUGA)

The existing all weather sports pitch is at full capacity with bookings, particularly in the evening. An expansion of two MUGA'S would increase this capacity and revenue.

Action 2: To develop two multi use games areas (MUGA), with flood lighting, next to the skate park in Meadow Lane.

#### 6.3.4 Meadow Lane

Culm Valley Leisure Centre and the land around it are ideally suited to development of mixed leisure facilities, as shown above. To avoid losing the opportunity to develop this land and access to funding, a proper planning process should be put in hand immediately to investigate what facilities should be

developed, what the costs would be, how the project would be funded and what would be appropriate time frames or trigger points for the work to be carried out.

Action 3: Create a plan for the development of Culm Valley Leisure Centre and associated land at Meadow Lane

## 7. FUNDING LEISURE IMPROVEMENTS

### 7.1 Estimated Costs

CONTRACTOR	FACILITY	COST	EST. INCOME
SPORTS ENGLAND	MUGA	£135,000	£5000 (Based on existing income)
SMP	MUGA	£80,500 No lights	
COURTSALL	MUGA	£75,000 No lights	
COURTSALL	MUGA	£95,000 With lights	
MID DEVON	MUGA	£40,000 No lights	
SPORTS ENGLAND	TWO TENNIS COURTS	£125,000	£4,000 to £6000 (Based on other sports centres)
COURTSALL	TWO TENNIS COURTS	£30,000 for resurfacing	
COURTSALL	LIGHTS FOR TENNIS COURTS	£20,000	
TBA	CLIMBING WALL ROTATING INTERNAL	£7,000	£2,000 to £3000
TBA	EXTERNAL CLIMBING WALL 10 METRES LONG	£800	
TBA	EXTENSION TO LEISURE CENTRE	UNKNOWN AT PRESENT	

7.1.1 The approximate cost to improve the leisure facilities would be between £500,000 and £600,000. In addition, there would be costs for extending the size of the existing leisure building.

7.1.2 A key aspect of extending the leisure centre building, is a need to substantially increase and improve the fitness centre, to generate income. For example, Esporta (Taunton & Bristol) can have 50 running machines side by side as well as all of the other gym equipment. This is substantially more than is currently available in the Cullompton Leisure Centre.

### 7.2 How Might This Be Funded?

- Funds will come from house building developers for leisure facilities in Cullompton
- Opportunities to use CIL monies as they become available
- Grant funding from Lottery, Sports England and Royal Tennis Association
- With all grant funding there is a need for match funding which would have to come from Mid Devon District Council and Devon County Council
- Proximity to Secondary school means there may be Devon County Council sports facilities funding available
- Town Council increases on the precept

### 7.3 Funding Example:

If the tennis courts cost £125,000 and we have to have matched funding, then we can only bid for £65,000. Therefore, MDDC would need to find £65,000, but they may get £30,000 of the £65,000 from house builders, thus reducing the cost.

Tennis courts cost	£125,000
Lottery Grant	£65,000
New Building developer money	£30,000
Town Council (possible estimate)	£10,000
MDDC cost	£20,000

So with an income of £5,000 pa. for tennis courts the capital costs of £30,000 will be regained within 6 years.

### 7.4 Mid Devon Plan.

7.4.1 The Mid Devon structure plan identifies Cullompton as a focal point for a rural hinterland and identifies it as an Area Centre. There are clear strategies for expanding Cullompton as a centre within the plan.

THEREFORE THE EXPANSION AND IMPROVEMENT OF LEISURE FACILITIES WITHIN THE TOWN OF CULLOMPTON FITS WITHIN THE STRATEGY OF THE MID DEVON PLAN.

#### 7.4.2 Quotes from the Mid Devon Plan.

- P167 "This role needs to be developed and supported through investment in infrastructure, facilities, communications and employment opportunities."
- P168 "it is proposed to continue this designation [Area Centre], which properly reflects Cullompton's size and status as a town serving the eastern part of Mid Devon with an extensive rural hinterland."
- P172 "Policy E3 does not identify sites for redevelopment or any specific change. Within the existing fabric, it allows flexibility and scope for the many minor changes that every town centre must undergo in order to compete with other centres and offer better services".
- P176. "The capacity of schools in Cullompton is inadequate to accommodate additional development. The scale of development identified in this proposal will bring about a need for additional provision. The requirement is directly related to the development therefore an obligation is sought."
- P187. Policy CU12. New facilities.

P187 8.72. The Culm Valley Sports centre provides for a wide range of sports and Leisure facilities. In addition, rugby, football, bowls and golf exist through public and private sources."



- P187 “the land identified in the in the Adopted Plan is insufficient for proper provisions,  
---- The range of activities is increasing----  
--- and the rural catchment gives a high proportion of users travelling by car”