

Cullompton (allocated)

Policy/para	Summary of main issues raised	Comments made by (customer ID in brackets)	Response
CU7-12 Cullompton Eastern Extension	Supports the allocation.	Pegasus Planning (3678); Mr Bazley c/o LSN Architects (2156); Mr Jenner c/o RHA (1796); St Andrew's Church c/o Rev Hobbs (1179); Individual (5258, 5361, 4022, 5265, 5360, 1680, 5290, 5292, 2314, 4201, 4174, 5313, 5314, 5316, 5318, 5321, 5345, 5347, 5350, 5337, 5351, 5328, 5365, 5367, 5371, 3700, 5632, 5700, 5085, 4357, 5801, 4120, 4042)	Support noted.
	Support acknowledgement of the impact on the AONB and master planning approach welcomed.	Blackdown Hills AONB c/o Mrs Turner (1195)	Support noted.
	Support policy CU8. The details with regard to contributions will be discussed at the Master Planning Stage.	Pegasus Planning (3678)	Support noted.
	Support the reopening of Cullompton Station.	Rail Future (5830)	Support noted.
	Support Policy CU10.	St Andrew's Church c/o Rev Hobbs (1179)	Support noted.
	CU12 criteria a, d and e are supported.	Pegasus Planning (3678)	Support noted.
	New motorway junction would negate the need to build the relief road across the CCA fields.	Individual (5299)	A new motorway junction in itself would not provide adequate traffic relief to Cullompton town centre. The Relief Road proposal is an important element of the air quality management proposals for Cullompton. The alignment of the Relief Road would seek to minimise the impact on existing facilities and flood risk.

	Any new junction should incorporate northern slip roads as well as southern.	Individual (5299)	A number of different highways solutions have been investigated. DCC consider that a southern slip roads option will achieve the necessary additional capacity in the road network to accommodate traffic from the new development proposals and address existing problems on the highway network. Improvement works, as identified by Devon County Council, to accommodate traffic from the development will be set out in the submission evidence.
	J28 has insufficient capacity to accommodate increased traffic flows.	Kentisbeare Parish Council (76); Individual (5338, 5665, 5631, 5629, 5625, 5624, 5615, 5613, 5759, 393, 3209, 5867, 5866, 5561, 5785, 5490, 5783, 5776, 5817, 5836, 5835, 5993, 1681, 5809, 5807, 5810, 5819, 5818, 5823, 5800, 5799, 5798, 5797)	Improvements to the motorway junction by signalisation at the top of the existing south bound slip roads were constructed in summer 2015. Further improvement work, as identified by Devon County Council, to accommodate traffic from the development will be set out in the submission evidence.
	Attention needs to be paid to infrastructure requirements. Including the impacts on the A373 in East Devon. Increased risk of accident on A373. Improvements should be made to the A373 Cullompton to Honiton to improve safety.	East Devon District Council (135); Broadhembury Parish Council (1483); Kentisbeare Parish Council (76); Individual (3588, 4688, 5490, 5705, 5798, 5800, 5805, 5810, 5811, 5820, 5819, 5823, 5835, 5993)	The Transport Assessment, which will accompany a planning application, will need to set out the transport impacts of the development and how these issues will be addressed.
	Routes for pedestrians and cyclists need to be included, with extra bridges over the motorway.	Bradninch Town Council (86); Individual (5757, 5631, 5629, 5626, 5705, 5785, 5835, 5993, 5805, 1681, 5811)	Improvement work, as identified by Devon County Council, to accommodate traffic from the development will be set out in the submission evidence.

	Additional public transport provision required (inc Railway Station).	Kentisbeare Parish Council (76); Bradninch Town Council (86); Individual (5623, 5613, 5490, 5770, 5766, 5846, 5847, 1681, 5810, 5799)	Policy CU20 identifies a site for a railway station and includes bus service enhancements and bus interchange. Policy CU8 lists more specific public transport requirements as a result of the East Cullompton proposal.
	Infrastructure needs to be in place first.	Kentisbeare Parish Council (76); Individual (5352, 5664, 5665, 5625, 5623, 5621, 3993, 5707, 5705, 5867, 5561, 5490, 5777, 5770, 5846, 5776, 5847, 5835, 5842, 1681, 5811, 5800, 5798, 5797)	A phasing strategy will be drawn up as part of the Masterplanning process as more information comes forward on the detailed requirements, viability and phasing deliverability. Examples of this in practice can be seen the adopted Tiverton Eastern Extension Masterplan and the North West Cullompton Extension Masterplan.
	The local roads would not be able to cope with this scale of development.	Kentisbeare Parish Council (76); Individual (5343, 5366, 5753, 5664, 5635, 5634, 5631, 5629, 5626, 5625, 5624, 5622, 5621, 5615, 5613, 5759, 3993, 5707, 5705, 3209, 5866, 5648, 2979, 5561, 5552, 2677, 5785, 5490, 3340, 5777, 5776, 5770, 4641, 5768, 5766, 5846, 5847, 5817, 5831, 5837, 5836, 5835, 5993, 5805, 5802, 5809, 5807, 5812, 5811, 5810, 5820, 5819, 5818, 5823, 854, 5800, 5799, 5798, 5797, 4688)	DCC Highways has been fully engaged in the development of this local plan proposal. Improvement works to accommodate traffic from the development will be set out in the submission evidence.
	Support development of the allocation subject to improved infrastructure in Cullompton, upgrading J28, re-opening of the train station and provision of the eastern relief road.	Bradninch Town Council (86); Individual (5623)	Support noted.

	The relief road, if located to the east, would impact on existing residents. A western alternative should be considered.	Individual (5664)	A western relief road, as an alternative to an eastern relief road, was previously the subject of consultation with respect to the Allocations and Infrastructure DPD. J28 M5 improvement works together with the town centre relief road will be set out in submission evidence and include preliminary design work.
	Increased risk of accident on A373. Improvements should be made to the A373 Cullompton to Honiton to improve safety.	Individual (3588, 5705, 5993, 5810, 5819, 5823, 5800, 5798, 4688)	The Transport Assessment, which will accompany a planning application, will need to set out the transport impacts of the development and how any significant impacts on the A373 will be addressed.
	A one way system through the town and not increasing the Kingsmill Industrial estate would negate the need for major development.	Individual (5757, 5756)	A one-way system was previously considered but it was not considered practical to implement owing to the location of the fire station, the impact on town bus services and the impact on Tiverton Road junction.
	The development would necessitate the provision of a new motorway junction.	Kentisbeare Parish Council (76); Individual (5625)	Comprehensive improvement work, as identified by Devon County Council in liaison with Highways England, to accommodate traffic from the development will be set out in the submission evidence.
	The development is likely to cause 'rat running' through Langford, Plymtree and Dulford.	Individual (5352, 5621)	Improved highway access onto the motorway would make rat-running less favourable and more time consuming. These concerns have been raised with DCC and will be considered further at the master planning stage.
	Bridge needed over the motorway for local traffic.	Individual (5867)	Improvement works identified by Devon County Council to accommodate traffic from the proposed Eastern Cullompton Extension will be set out in the submission evidence.

	More cycle provision needed.	Individual (5867)	Off-site improvements proposed by DCC to cater for additional transport movements from the site include enhancements for non-motorised users. On-site cycle provision will be an important consideration in the master planning work. It should be noted that Policy CU8 includes requirements for improved cycle provision.
	Government funding needed for transport infrastructure improvements along with DCC plans.	Hallam Land Management (4386); Individual (5867)	It is common for strategic highway schemes which increase capacity on the trunk road network/junctions to involve an element of public funding.
	HGVs should be banned from using the A373 between Honiton and Cullompton unless access required.	Broadhembury Parish Council (1483)	DCC encourage use of the M5/A30. We understand there are no current proposals to ban HGVs from using the A373. It should also be noted that this is not something that would be addressed by the local plan. This issue has been brought to the attention of DCC.
	Unsustainable proposal as people will be reliant on services in Cullompton and will drive to them.	Broadhembury Parish Council (1483)	The proposal will include a range of services and employment opportunities within the development which will enable many of the needs of the new residents to be met. The close proximity of the development to Cullompton town centre will also present opportunities for existing services to be accessed by pedestrians and cyclists. Public transport improvements will provide access to Cullompton and beyond.
	The development will place pressure on parking provision in Cullompton.	Individual (5629, 5634, 5759, 5770, 5766, 5846, 5847, 5823)	There is currently spare capacity in the town car parks. Policy CU2 encourages the use of alternative modes to the private car including measures such as improved public transport provision.

	A relief road through the CCA fields is most important. This may also lead to more suitable land being found to accommodate existing sports uses elsewhere.	Kentisbeare Parish Council(76); Individual (1681)	The Relief Road proposal is an important element of traffic and air quality management proposals for Cullompton. The alignment of the Relief Road would seek to minimise the impact on existing facilities and flood risk. It should also be noted that the local community is developing a neighbourhood plan which is investigating opportunities for enhanced sports provision in the area.
	Concern regarding the deliverability of M5 access arrangements and the need to effectively relieve the town centre from traffic.	Individual (4052)	Improvement works identified by Devon County Council to accommodate traffic from the proposed Eastern Cullompton Extension will be set out in the submission evidence. These improvements have been carefully considered by the Highway Authority in consultation with other relevant agencies and are considered to be deliverable during the plan period.
	Development should include car clubs.	Individual (3588)	Policy CU2 requires the implementation of travel plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts. This could provide for a car club scheme.
	Essential safe pedestrian and cycle routes are provided at early stage of development to facilitate safe crossing of the motorway and safe routes to town and enhancement of existing networks.	Individual (3588)	Agreed. Safe pedestrian and cycle routes will need to be provided at the early stage of development. Such detailed phasing arrangements will be established through masterplanning.
	The Highway authority support policy CU8. A new bridge crossing the M5 would be required. DCC will work closely with MDDC to seek appropriate funding.	Devon County Council (626)	Improvement works identified by Devon County Council to accommodate traffic from the proposed Eastern Cullompton Extension will be set out in the submission evidence.

	<p>Concern of increased flood risk as a result of the development and associated highways' improvements. Concerns raised also with regard to increased risk of flooding elsewhere such as at Kentisbeare, Kingsmill, and the area surrounding Upton Lakes. Concerns also raised over use of 2008 data.</p>	<p>Bradninch Town Council (86); Kentisbeare Parish Council (76); Upton Lakes and Lodges Ltd (5242); Harcourt Kerr (1090); Individual (3524, 5070, 5343, 5352, 5366, 5370, 5757, 5756, 5753, 5752, 5750, 5664, 5665, 5631, 5626, 5625, 5624, 5623, 5622, 5621, 5615, 5613, 3993, 5707, 3788, 5866, 5648, 2979, 5561, 5553, 5552, 5545, 5490, 5783, 5777, 5776, 5770, 5768, 5766, 5846, 5847, 5817, 5831, 5837, 5835, 5993, 5802, 5997, 5809, 5807, 5811, 5810, 5820, 5819, 5818, 5799, 5797, 5563, 4688)</p>	<p>All proposed sites in the emerging Local Plan were assessed as part of the 'Mid Devon Strategic Flood Risk Assessment'. This evidence was independently produced in consultation with the Environment Agency, South West Water and Devon County Council to help assess all potential sites within Mid Devon as part of the Local Plan Review and help guide development to areas of lowest flood risk. To ensure surface water run-off is not increased elsewhere from the development of the site, the Mid Devon Proposed Submission Local Plan requires the provision of an appropriate 'Sustainable Urban Drainage Scheme' and sewerage system to responsibly manage all surface water from the development. The initial strategic flood risk assessment work was based on data sources from 2008, which was the most up to date available data at the time. However the area has now been subject to detailed and rigorous flood modelling utilising updated data sets. This work has been done in close liaison with the Environment Agency.</p> <p>A catchment based assessment will be undertaken as part of the masterplan work as agreed with the Environment Agency.</p>
	<p>A road through the CCA fields will increase the flood risks.</p>	<p>Individual (5299)</p>	<p>A relief road solution is being developed in liaison with the Environment Agency and designed in such a manner so as to address flood risk issues and includes mitigation measures.</p>
	<p>Concerns regarding foul drainage, soil stabilisation and SUDS. Including comments regarding proximity to Upton Lakes.</p>	<p>Kentisbeare Parish Council (76); Upton Lakes and Lodges Ltd (5242); Individual (5750, 5997, 5811, 5799)</p>	<p>Policy CU9(f) emphasises the importance of these issues. Impacts on surrounding areas will be considered at masterplanning and application stages.</p>

	Consideration should be given to Critical Drainage areas and catchment based assessments.	Kentisbeare Parish Council (76); Upton Lakes and Lodges Ltd (5242); Individual (5997)	In addition to the extensive flood modelling work recently completed a catchment based assessment will be undertaken as part of the masterplan work as agreed with the Environment Agency.
	Contributions should be sought from developers for maintenance of existing culverts and drainage systems.	Individual (3588)	This cannot be required through planning. It is a matter for South West Water and owners to maintain existing culverts and drainage systems.
	SUDS should be built to a high standard.	Individual (3588)	Policy CU9 (f) states 'The necessary sustainable urban drainage features, and linking pipe work is integrated and phased appropriately in step with development.' The scheme would also be subject to scrutiny by DCC.
	The 40 hectares of green infrastructure should include the Local Wildlife Sites and floodplains and associated Priority Wetland Habitat.	Environment Agency (943)	Policy CU9 does seek to protect and enhance trees, hedgerows and other environmental features.
	CU7 We welcome the content of para 3.97 which highlights the need for careful planning to 'ensure that areas at risk of flooding remain undeveloped'.	Environment Agency (943)	Support noted.

	<p>We welcome recognition within paragraph 3.107 of the numerous small watercourses and requirement to retain them, and their floodplains, within areas of green infrastructure.</p> <p>Paragraph f would be more effective if it read as follows.</p> <p>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. We welcome the wordage within paragraphs b) and i) making reference to the requirement to retain the areas of floodplain as informal open space free to flood, and phasing of the necessary sustainable urban drainage features.</p>	Environment Agency (943)	A change is proposed to policy CU9 f) in response to the comment made by the Environment Agency.
	The site allocation should be larger to accommodate increased sports' provision.	Individual (5211)	The site includes provision for sports provision which will be considered further at the master planning stage. This would need to consider other sports provision options that are coming forward in the Cullompton area. It should also be noted that the area proposed for extension to the allocation is constrained. The Neighbourhood Plan is currently considering additional sports opportunities for the area.
	The development should incorporate allotments and community orchards.	Individual (5211, 4317)	The proposal incorporates a significant amount of green infrastructure which potentially could be utilised for these uses. There is an opportunity for these to be considered as part of the master planning work.
	Housing mix on the site should reflect local circumstances and diversity.	Bradninch Town Council (86); Individual (5211)	Agreed that the housing mix should reflect these factors and this will be considered further at the master planning stage.

	The development should incorporate local facilities; a community hall, schools, GP surgery, allotments, local shops, etc.	Kentisbeare Parish Council (76); Individual 4317, 5625, 5615, 5759, 5561, 1681)	Policy CU10 details the community facilities to be provided as part of the development. This will include a new primary school(s), a shopping and community centre, a multi purpose community building, sporting and leisure facilities, etc. No requests have been received from the GP fundholding practice for additional GP surgery facilities.
	The site extends over our garden.	Individual (5370, 5818, 5563)	Site boundary to be amended to exclude outline over private garden.
	New play areas and parks needed.	Individual (5707)	The proposal will incorporate public open space. The precise nature of which will be established as part of the master planning work.
	Duplication of services not necessary and uneconomic.	Individual (5628)	A development of this scale would need a range of services on site to meet the needs of new residents.
	More explicit reference to care home provision needed.	Blue Cedar Homes Ltd (3787)	The proposed development will include provision for elderly care as referred to in paragraph 3.100. More detailed proposals will develop through the masterplanning work.
	Allocate one play area site with a variety of equipment, rather than lots of smaller ones with higher maintenance costs.	Individual (1681)	In principle, we agree with the broad approach suggested by the representor and our general policy approach is for a smaller number of larger play areas. The detailed siting of play areas will be established through the master planning work.
	Overhead power lines cross the proposed site. Overhead power lines should remain in-situ and development should not occur directly underneath them. This area could be used to form open space, nature conservation, landscaping or as a parking court. Guidelines are provided on appropriate ways to create high quality development near overhead power lines.	The National Grid c/o Mr Austin Entec (143)	The master planning process will take these comments on board and further liaison will be undertaken with the National Grid.

	Design of new properties need to be considered carefully with the new development to ensure variation of external appearance and to ensure that appropriate bin storage and car parking is provided.	Individual (5211)	The points made are important issues which will be best placed resolving at the Masterplanning stage. The development will be informed by the council's current emerging SPD on waste and bin storage.
	Support the principles of this policy and recognise the importance of green infrastructure. However would wish to see more flexibility to the quantum identified in criteria b and c. The level of provision should be agreed as part of the master planning work and removed from the local plan policy.	Pegasus Planning (3678)	Whilst it is agreed that the detailed arrangements with respect to green infrastructure provision will be agreed at the master planning stage, it is considered that the broad quantity and proportion of green infrastructure should remain in the local plan policy. This will then provide a framework for the subsequent master planning work.
	Criterion d should be expanded to provide 6 th form education to prevent students from Cullompton having to travel out of the area.	Individual (3588)	DCC has confirmed that it has no plans for expanding the school to provide 6 th form provision.
	Land should be allocated for provision of a GP surgery.	Individual (3588)	No requests have been received from the GP fundholding practice for additional facilities.
	The policy could be reworded to set out that the site should deliver 'education facilities providing for a total of not less than 630 pupils plus additional early years provision, including the requisite land to deliver these facilities. The required primary school capacity could be delivered through the provision of either one or two schools'.	Devon County Council (626)	Change is proposed to Policy CU10 to reflect DCC proposed rewording. It is proposed to update the policy to reflect the latest position of DCC with respect to pupil numbers. The detailed location and scale of either one or two schools will be the subject of ongoing discussions with DCC during the master planning stage.

	Medical services already at capacity.	Bradninch Town Council (86); Individual (5343, 5370, 5753, 5664, 5665, 5635, 5634, 5628, 5626, 5624, 5621, 5615, 5613, 5759, 5705, 3209, 5866, 5648, 2979, 5561, 5490, 5783, 5777, 5776, 5770, 5768, 3524, 5776, 5846, 5847, 5836, 5993, 5805, 5809, 5807, 5812, 5810, 5820, 5818, 5823, 854, 5799, 5797, 5563)	No requests have been received from the GP fundholding practice for additional facilities. Indeed NHS England has stated that there is currently capacity within the two existing surgeries.
	Schools already at capacity.	Individual (5343, 5753, 5664, 5665, 5634, 5631, 5628, 5626, 5624, 5621, 5615, 5707, 3209, 5866, 5648, 2979, 5490, 5783, 3340, 5777, 5776, 5770, 5768, 3524, 5776, 5846, 5847, 5836, 5993, 5805, 5809, 5807, 5812, 5810, 5820, 5818, 5823, 854, 5799, 5797)	The proposal includes a new primary school and contributions towards an expansion of local secondary education facilities.
	Policing will be overstretched.	Individual (5664, 5621, 5615, 5613, 2979, 5770, 5766, 5846, 5847, 5805, 5807, 5810, 5797)	Contributions will be sought district wide to support policing as part of the Community Infrastructure Levy and is included in the Infrastructure Delivery Plan.
	There is insufficient existing supermarket provision and related car parking to accommodate further growth of the town.	Individual (5819)	The development will incorporate convenience shopping provision.
	Insufficient local employment opportunities.	Individual (5615, 5613, 3993, 5705, 5561, 5552, 5783, 5770, 5766, 5846, 5847, 5835, 5993, 1681, 5802, 5809, 5807, 5811, 5823, 5797)	Additional employment land is allocated in the plan for the Cullompton area.

	"The local community will be fragmented by a concentrated influx of people the south west could do without bringing crime, drugs and anti-social behaviour with them."	Individual (5705)	The proposals are to meet the objectively assessed needs for the area. Also, do not concur with the assumption that all people from outside the region are anti-social.
	The significance of the town centre relief road should be emphasised in Policy CU12.	Individual (4052)	The phasing of the town centre relief road will be a matter for negotiation at masterplanning stage.
	Highways infrastructure improvements needed prior to development.	Individual (3588)	The infrastructure works will be delivered at the earliest stage of the development that is practicable as it provides an essential part of the transport measures necessary for the site to be developed satisfactorily.
	There is insufficient flexibility in CU12.	Pegasus Planning (3678)	The elements of this policy are crucial for satisfactory and acceptable delivery of this proposal. There will be scope through the master planning work and planning application stage to refine the phasing arrangements.
	Self build element too high and should be referred to as self/custom build in policy CU12.	Pegasus Planning (3678)	Paragraph 2.30 highlights that approximately 2,000 people a year search for self-build plots in Mid Devon and the Council's Citizen Panel Survey 2013 showed that 12% of respondents were considering building their own home. The government is committed to removing the main barriers which hold back many thousands of custom build projects every year. They want to increase the opportunity for more people (to build their own home) and make self/custom build a mainstream option for future home owners, not an exception for a privileged few. Custom build are not always built by self-builders it can be where a builder is contracted by a home owner to create a "custom built home".

	The rate of release of commercial development should be linked to either the rate of 1 hectare per 500 occupied dwellings, or phased to deliver a larger area of commercial at a suitable stage in development.	Pegasus Planning (3678)	The policy as worded is considered appropriate, however the masterplan will provide more detail with regard to commercial phasing.
	The phasing of strategic infrastructure should be based upon detailed technical assessments.	Pegasus Planning (3678)	The elements of this policy are crucial for satisfactory and acceptable delivery of this proposal and are informed by supporting evidence and the advice of statutory partners. There will be scope through the master planning work and planning application stage to refine the phasing arrangements.
	The proposals would compromise the beauty and tranquillity of the area.	Bradninch Town Council (86); Upton Lakes and Lodges Ltd (5242); Individual (5343, 5338, 5750, 5629, 5627, 5621, 5615, 5648, 5490, 3340, 5831, 5997, 5809, 5812, 5810, 5820, 854, 5797)	The local planning authority has a responsibility to find land to accommodate objectively assessed need within the district. Given the rural nature of Mid Devon there is only a limited supply of brownfield land available and so inevitably greenfield land has to be made available for development. Issues such as design and the impact of the development on local amenity will be carefully considered at the master planning and detailed planning application stages.
	Loss of privacy and light.	Individual (5338)	The amenities of existing properties will be carefully considered at the detailed planning stage.
	Loss of Agricultural Land.	Individual (5352, 5635, 5631, 5629, 5626, 5624, 5622, 5621, 5615, 5613, 5707, 2979, 5545, 2677, 5785, 5490, 5783, 5770, 5766, 5846, 5847, 5837, 5835, 5993, 5802, 5809, 5823, 5799, 5797)	The loss of agricultural land is regrettable, but given the rural nature of the district, there is insufficient brownfield land to meet the identified housing and employment needs of the area. The site does include Grade 1/2 agricultural land but is predominantly Grades 3a and 3b and there is a lack of alternative sites in the area which could bring about this level of benefits.

	Ecological concerns.	Upton Lakes and Lodges Ltd (5242); Individual (5370, 5750, 5664, 5665, 5622, 5615, 5613, 2979, 5490, 3340, 5817, 5831, 5997, 5818, 5823, 5797)	There are few areas of formal wildlife designations on the site, those that are present will be incorporated within the green infrastructure and left undeveloped. More detailed consideration of mitigation with respect to existing habitats will be addressed at the detailed planning application stage.
	Great Crested Newt impact assessment should be undertaken.	Upton Lakes and Lodges Ltd (5242); Individual (5997)	A full ecological assessment will be required at application stage.
	Our, adjacent parish, emerging Neighbourhood Plan emphasises its rural and tranquil characteristics along with dark skies. This should be respected.	Broadhembury Parish Council (1483)	The local planning authority has a responsibility to find land to accommodate objectively assessed need. Emerging neighbourhood plan policies in an adjoining district cannot reasonably outweigh proposals to provide for housing need in a neighbouring district. Any impact on neighbouring parishes will be considered very carefully at the master planning and planning application stages to seek to limit the impact on amenity.
	New development will not take account of local vernacular and will provide a negative impact on Cullompton as a historic market town.	Individual (5809)	The design elements of the new development will be a crucial part of the master planning work which will include public engagement.
	This number of housing not necessary in Cullompton.	Dial Holdings Ltd c/o Mr Seaton PCL Planning (2315); Individual (5624, 5622, 5621, 5613, 5705, 5648, 5807, 5812, 5811)	Cullompton is identified as a strategic location for Mid Devon growth during the plan period and (the opportunity to identify land for residential development) reflects that strategic approach.

	Too many houses for Cullompton in one development.	Broadhembury Parish Council (1483); Harcourt Kerr (1090); Hallam Land Management (4386); Kentisbeare Parish Council (76); Dial Holdings Ltd c/o Mr Seaton PCL Planning (2315); Individual (5352, 5366, 5628, 5627, 5626, 5621, 5613, 5759, 5648, 5561, 5552, 5545, 5785, 4641, 5768, 3524, 5836, 5835, 5993, 5802, 5809, 5807, 5811, 5820)	Cullompton is identified as a strategic location for Mid Devon growth during the plan period. The strategic direction of the plan has been informed by the previous 'issues and options' consultation. For a development to function effectively in this location there is a critical mass needed. A smaller scale development would not afford the opportunities to enhance local facilities and provide the necessary infrastructure.
	Too much emphasis placed on this development which may be delayed coming forward.	Waddeton Park c/o Mr Baker Bell Cornwell LLP (3815)	It should be noted that this development is scheduled for the later part of the plan period.
	Too many Gypsy and Traveller pitches.	Individual (5811)	The pitches proposed are to meet objectively assessed need.
	If J27 development does not occur, no need to pursue housing development east of Cullompton.	Individual (5756, 5561)	On 22 nd September 2016, Mid Devon District Council resolved to propose an allocation of land at Junction 27 for mixed use leisure, tourism and associated retail. Housing is required to meet the needs of the district. The proposed allocation at Junction 27 has further increased the housing need for the area in addition to those allocated at Cullompton.
	Concern that the amount of commercial floorspace seems low in comparison to housing. It needs to be a community with all necessary facilities and employment opportunities.	Individual (3588)	It is important that commercial development is in step with residential development. The employment land review has indicated that the plan needed to reduce the level of employment land to reach the appropriate balance.
	2,100 dwellings should be a minimum number of dwellings on this site. This would assist phasing arrangements and increase delivery rates.	Pegasus Planning c/o Ms Morrison (3678)	The plan refers to 2,600 dwellings, with 1,750 dwellings being provided during the plan period.

	The site allocation should be reduced to take account of loss of 'excellent quality' agricultural land and to reflect the flood plain.	Gallagher Estates Ltd c/o Ms Griffiths, Turley (5763)	Measures are built into the policies and supporting text to address flood risk and surface water drainage. All proposed sites in the emerging Local Plan were assessed as part of the 'Mid Devon Strategic Flood Risk Assessment'. This evidence was independently produced in consultation with the Environment Agency, South West Water and Devon County Council to help assess all potential sites within Mid Devon as part of the Local Plan Review and help guide development to areas of lowest flood risk. The site layout will ensure that there will be no development within any area of floodplain. To ensure surface water run-off is not increased elsewhere from the development of the site, the Mid Devon Proposed Submission Local Plan requires the provision of an appropriate 'Sustainable Urban Drainage Scheme' and sewerage system to responsibly manage all surface water from the development. The loss of agricultural land is regrettable. The site does include Grade 1/2 agricultural land but is predominantly Grades 3a and 3b and there is a lack of alternative sites in the area which could bring about this level of benefits.
	Further work needed relating to viability and deliverability of the allocation to demonstrate its deliverability during the plan period.	Gallagher Estates Ltd c/o Ms Griffiths, Turley (5763)	Viability work (Dixon Searle August 2016) has been undertaken which demonstrates that the overall assumptions which underpin the plan are sound with regard to viability. The specific viability and deliverability issues relating to this particular development will continue to be refined through the masterplanning work.
	Development not viable.	Harcourt Kerr (1090); Hallam Land Management (4386); Friends Life Ltd c/o GL Hearn (3781); Individual (5820)	The land is being actively pursued by developers who consider that a proposal is viable. MDDC is working closely with partners to consider delivery options and risks. The best available advice from statutory partners is that the proposals are deliverable within the plan period.

	Sceptical that low cost, or self build, elements will be delivered.	Individual (5631)	Paragraph 2.30 highlights that approximately 2,000 people a year search for self-build plots in Mid Devon and the Council's Citizen Panel Survey 2013 showed that 12% of respondents were considering building their own home. The government is committed to removing the main barriers which hold back many thousands of self/custom build projects every year. They want to increase the opportunity for more people to build their own home and make custom build a mainstream option for future home owners, not an exception for a privileged few. Custom build are not always built by self-builders it can be where a builder is contracted by a home owner to create a "custom built home".
	Sceptical that school could be delivered.	Individual (5613, 5759, 5811)	DCC has specified that the school provision is needed and there is no indication that such provision will not come forward. Furthermore provision of the school will be a legal requirement through a s106 agreement.
	Scepticism over the delivery of the train station.	Individual (5802, 5811, 5797, 5621)	Given the increase in population proposed and local support it is reasonable to assume that reopening of the train station could be delivered during the twenty year plan period. The Council is working with partners to deliver a railway station in Cullompton as part of the Devon and Somerset metro project.

	The spatial strategy places too much emphasis on CU7 which is a site with significant risk.	MJ Gleeson C/O Bell Cornwell LLP (3775)	Cullompton is identified as a strategic location for Mid Devon growth during the plan period. The strategic direction of the plan has been informed by the previous 'issues and options' consultation. For a development to function effectively in this location there is a critical mass needed. A smaller scale development would not afford the opportunities to enhance local facilities and provide the necessary infrastructure. MDDC is working closely with partners to consider delivery options and risks. The best available advice from statutory partners is that the proposals are deliverable within the plan period.
	Criteria n should be amended to clarify proposed consultation arrangements and omit reference to two stages of consultation. Proposed change to wording: "alongside the statutory consultation to the SPD, the Master planning exercise will include significant formal consultation with the local community and other stakeholders'.	Pegasus Planning c/o Ms Morrison (3678)	MDDC's Statement of Community Involvement has specified a commitment to two stages of consultation. There is no reason why there should be a departure from this on such an important scheme.
	The reopening of Cullompton station is unlikely to be delivered within the next five years.	Devon County Council (626)	Given the increase in population proposed and local support it is reasonable to assume that reopening of the train station could be delivered during the twenty year plan period, but would agree that completion within the next 5 years less likely.
	Policy CU8 consists of unfunded transport aspirations.	Individual (5811)	Improvement works identified by Devon County Council to accommodate traffic from the proposed Eastern Cullompton Extension will be set out in the submission evidence.
	Sports provision must be found in the new development.	Individual (1681)	Policy CU10 states that contribution towards sports and leisure facilities will be required. The details of such provision will be established through the master planning work.

	<p>New development should be designed in line with Active Design principles and a strategy should be devised for the delivery of sport and recreational land.</p> <p>Devise strategy for delivery of sport and recreational land and update policy CU9 and CU10 to reflect this.</p>	Sport England c/o Mr Parsons (169)	<p>There is no specific requirement within national policy to follow Sport England guidance, which is therefore advisory. Policy CU9 refers to the proposed sport and recreational land requirements identified as part of this proposal. This will be further refined through masterplanning. The local community is currently considering options for further sports and recreational use in this area as part of the neighbourhood plan.</p>
	Increase in air quality problems.	Individual (5626, 2979, 2677)	<p>The development will facilitate the delivery of the town relief road an AQ mitigation measure which will remove traffic from the town centre AQMA.</p>
	A route for a bypass is essential to remove traffic from the town centre.	Individual (5698)	<p>The development will facilitate the delivery of the town relief road which will remove traffic from the town centre.</p>
	Unsure as to the purpose or intention of e) offsite planting. Request confirmation of the basis for this requirement given that 40 ha of green infrastructure also required.	Pegasus Planning (3678)	<p>Cullompton currently has an Air Quality Management Area. Offsite planting can play a part in capturing carbon and improving air quality. The provision of offsite planting therefore has a different role to the conventional green infrastructure also required.</p>
	Growth at Willand a preferable option.	Hallam Land Management (4386)	<p>Following the options consultation in 2014, and based on representations received, a report was submitted to the Council on 4th September 2014 which considered the strategic options and overall strategy where it was decided that there would be a strategic focus on Cullompton in preference to a strategic allocation at Junction 27 for housing and B use employment. Cullompton has good road links, good bus service, shops, sports facilities, clubs & pubs. It has library, schools and leisure centre and a site is allocated for a new railway station in the plan.</p>

	Brownfield sites should be developed instead of this proposal.	Individual (5631, 5545, 5490, 5490, 5993)	Given the rural nature of Mid Devon there is only a limited supply of brownfield land available and so inevitably greenfield land has to be made available for development.
	Hartnoll Farm would be a more sensible location for more development.	Individual (5820)	The Hartnoll Farm proposal is not included in the plan. The Council has carefully considered all the options put forward in the January 2014 Local Plan Review consultation and has determined that the most sustainable option for development is to concentrate the majority of development at Cullompton.
	An enlarged Cranbrook development would be preferable.	Broadhembury Parish Council(1483); Individual (5820)	The proposals set out in the emerging local plan are to accommodate objectively assessed needs for the District, and follows consultation on strategic options for the plan area. Further development of housing sites in other districts would neither assist in meeting Mid Devon's needs effectively nor would it enable the area to harness the benefits of new development. Furthermore, it should be noted that Cranbrook is being expanded in any case to meet East Devon's objectively assessed needs.
	Development should be at J27 instead. Or in the case of Kentisbeare PC's representation J27 development preferable to enable a smaller allocation east of Cullompton.	Kentisbeare Parish Council (76); Hallam Land Management (4386); Individual (5759, 5648, 4641, 5835, 1681)	Following the options consultation in 2014, and based on representations received, a report was submitted to the Council on 4 th September 2014 which considered the strategic options and overall strategy where it was decided that there would be a strategic focus on Cullompton in preference to a strategic allocation at Junction 27 for housing and B use employment. Cullompton has good road links, good bus service, shops, sports facilities, clubs & pubs. It has library, schools and leisure centre and a site is allocated for a new railway station in the plan.

	The development would be detached from Cullompton and its services, with the motorway as a barrier.	Bradinch Town Council (86); Broadhembury Parish Council (1483); Harcourt Kerr (1090); Individual (4317, 5631, 5629, 5628, 5622, 5613, 5552, 5785, 5490, 5835, 5805, 5802, 5800, 5798 5563)	The development will incorporate a variety of different services and facilities, which will allow an element of self-containment. Improvements to pedestrian/ cycle routes, public transport and provision of a new bridge over the motorway will enable improved access to the town centre.
	Residents will work in towns elsewhere (e.g. Exeter, Taunton, Bridgwater and Bristol).	Individual (5753, 5752, 5631, 5627, 5624, 5621, 5615, 5613, 393, 5561, 5823, 4688)	There is no mechanism in planning terms to restrict where people will work. The development is proposed alongside an increase in employment opportunities for the Cullompton area.
	The proposed development would have a negative impact on tourism.	Upton Lakes and Lodges Ltd (5242); Individual (5343, 5750, 5664, 5665, 5621, 5490, 5835, 5997, 4688)	There is no evidence that the proposals will adversely affect tourism. It is arguable that an increased level of local housing will increase local leisure spend.
	Protection and mitigation for the loss of enjoyment and amenity for holiday owners and protection for loss of income from Holiday let, decrease in value of accommodation or impact on tourism and hospitality businesses. Criterion g should include 'protect setting of Upton Lakes holiday lodges'.	Upton Lakes and Lodges Ltd (5242); Individual (3588, 5750, 5553, 5997)	There will be an impact on the area in terms of outlook. Mitigation with respect to the impact on amenity will be considered further as part of the master planning work. Impact upon property value is not a material planning consideration.
	Cross boundary issues need to be considered.	East Devon District Council (135); Individual (5811)	Continued liaison is undertaken with adjoining authorities through a range of informal and formal arrangements consistent with the 'duty to cooperate'. This liaison will be ongoing and form an important part of the master planning work.

	Insufficient detail to assess the proposal.	Individual (5665, 5552, 5490, 5993, 5811)	The level of information currently available is typical of development proposals included at the strategic local plan stage. More detailed aspects will be discussed as part of the master planning, and subsequent planning application, stages.
	Concern about how this will affect the respondent's house price. Also state that they did not move into the area to be told six years later that there might be new housing development occur in the locality.	Individual (5810)	These are not reasons which would carry weight in planning terms. As demonstrated by the respondents' move to the area, housing needs do need to be accommodated.
	Commuter patterns should be assessed, particularly to assess impact on employment sites in East Devon.	East Devon District Council (135)	Commuting patterns have been considered by EDGE Analytics. It is unclear what change to the plan is sought.
	Certain amount of rented housing could become poorly maintained by uncaring landlords.	Individual (5770, 5766, 5846, 5847)	Poor maintenance can occur irrespective of ownership. There are currently little planning controls that can overcome these concerns.
	The Local Plan should detail the specific design requirements relating to sustainability and physical access requirements rather than leave to building regulations.	Individual (5211)	More detailed design aspects will be addressed comprehensively at the master planning and planning application stages. Physical access arrangements are covered by building regulations legislation.
	The development should go up to the parish boundary as land within flood plain could then be used to increase GI leisure land.	Individual (5211)	The land beyond the boundary is countryside, has not been made available, partially in flood plain. The local community is currently considering options for further sports and recreational use as part of the neighbourhood plan.
	Contributions should be sought for off-site community facilities. s106 should be worded flexibly to ensure monies are spent.	Individual (5211)	Contributions for appropriate off site infrastructure will be sought as stated in Policy CU10. Contributions need to be fair and reasonably related to the development; too much flexibility would run the risk of falling foul of these stipulations.

	Respondent proposes that his land would be more suitable for development, than elements south of the A373. Concerns relate primarily to the proximity of residential development to a working farm.	Individual (3788)	The respondent recommends two options One for a smaller landswap, and one for a much larger alteration to include all of the respondent's farm. It is considered that development of this proposed alternative site would be more challenging to develop. If all of this land was included it would be less sustainable primarily due to its unusual shape with access only to the east of the site.
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