

North West  
**Cullompton**  
Masterplan

Supplementary Planning Document

February 2016



# Foreword

This Supplementary Planning Document (SPD) addresses the North West Cullompton Urban Extension. It has been prepared by Mid Devon District Council (MDDC) and in partnership with three land promoters.

The document provides guidance about how the urban extension should be designed and developed. It is informed by extensive survey work and analysis that has been undertaken.

The SPD has been prepared in response to local planning policies within the Mid Devon Development Plan which allocated this land for development and has been informed by consultation with key stakeholders and people in the local community.

This document has been adopted by MDDC as a Supplementary Planning Document to guide the shaping of the new neighbourhood at North West Cullompton.

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# Setting the Scene





Setting the Scene

# 1.0 Introduction

# 1.1 The Purpose and Role of the Document

This masterplan document has been prepared and adopted as a Supplementary Planning Document (SPD) in accordance with MDDC's Statement of Community Involvement, and policies AL/CU/1 and AL/CU/7 of the Allocations and Infrastructure Development Plan Document. It has been prepared in accordance with national planning policies and has gone through a statutory consultation process. As such it will be used as a material planning consideration in the determination of subsequent planning applications for development on the site.

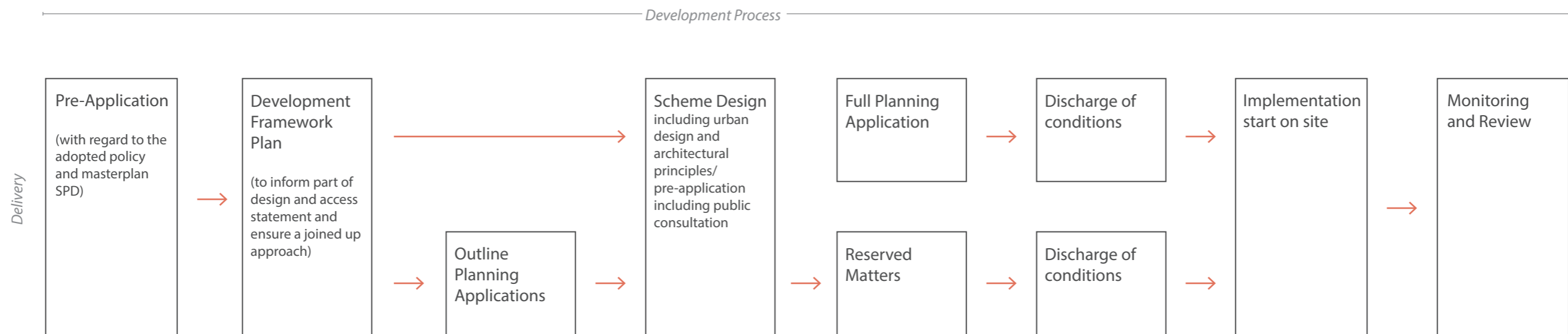
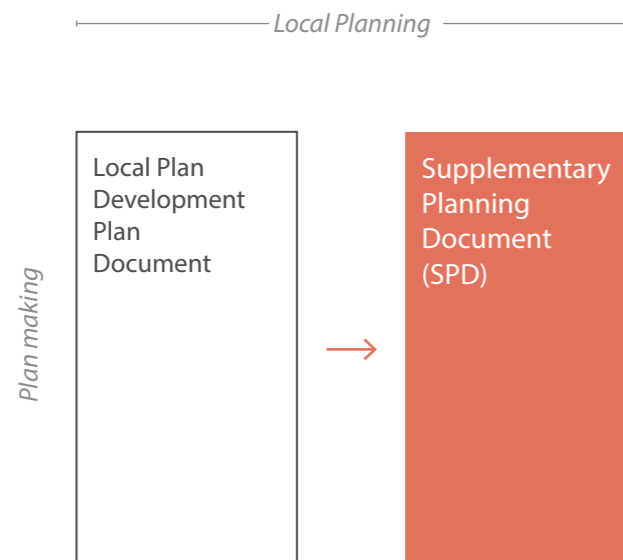
The masterplan document bridges the gap between the aspirations of planning policies for the site as set out in the Development Plan and the implementation of development in order to ensure a high quality of design and a successful place. The masterplan also acts to plan for development in a comprehensive way across the site and to deliver the necessary infrastructure. It is a tool to coordinate and phase development and usually applies to large or strategic sites. The document also sets out the key principles that development will need to have regard to if they are to be considered acceptable.

The masterplan is intended to set a vision for the new development, provide detail to strategic development plan policies for the site, set a series of overarching design principles to achieve a high quality, locally distinctive and well integrated development. It sets out the major land uses and infrastructure to be accommodated on the site together with the main features of the proposed development. The masterplan provides coordination and consistency of approach to the development of the site and its design.

The guidance will inform developers and their designers when preparing planning applications, MDDC when considering proposals, stakeholders and the local community when viewing and responding to the emerging scheme.

The flow diagram on page 7 illustrates where the SPD sits in the development process.

The guidance within this masterplan needs to adapt to changing circumstances over time and is intended to include an element of flexibility to allow the development to take account of factors such as changes in the housing market, infrastructure requirements and costs, building costs and affordability. It therefore does not set out a rigid and prescriptive blueprint for the development, but instead sets out a series of key principles and guidance on how the urban extension should be designed and developed. More detailed guidance on urban design and architectural principles will be prepared before the detailed planning permission stage in order to elaborate upon the principles within this SPD.



*Plan Making and Development Process*

## 1.2 Planning Policy Context

Mid Devon's Core Strategy was adopted in 2007 and sets out a growth strategy that seeks to balance social, environmental and economic objectives and concentrates development with the main settlements, including Cullompton. The Core Strategy sets out an overall need for 340 dwellings per year, amounting to 6,800 dwellings over the 20 year plan period up to 2026. Important to achieving the level of development (both housing and employment) identified and adopted within the Core Strategy are two urban extensions, one of which is this site to the north west of Cullompton.

The Allocations and Infrastructure Development Plan Document adopted in 2011 allocates 74.8ha of land to the north west of Cullompton for a mixed-use development including 1100 dwellings and 40,000 sqm of employment floorspace. Policies AL/CU/1 to AL/CU/7 are relevant and set out the requirements for the development. The preparation of this masterplan SPD is required by policies AL/CU/1 and AL/CU/7.

The existing development at Olympian Way is within the allocation and provides 49 dwellings.

The Devon Waste Plan, adopted by Devon County Council in 2014 and forming part of the area's development plan, includes Policy W4 requiring waste audit statements to support sustainable management of waste from new developments. A separate supplementary planning document has been published by the County Council providing additional guidance on the preparation of these statements.

In summary, the policies require:

- a. 1100 dwellings with 35% affordable housing (subject to viability) to include at least 5 pitches for gypsies and travellers;
- b. 40000 square metres of B1 or other suitable employment floorspace;
- c. Transport provision to ensure appropriate accessibility for all modes;
- d. Environmental protection and enhancement;
- e. Community facilities to meet local needs arising;
- f. Carbon reduction and air quality improvements;
- g. An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development;
- h. A public masterplanning exercise to be undertaken before any planning application is made.

Policies within the Allocations and Infrastructure Development Plan Document also include a range of spatial requirements for this site to deliver:

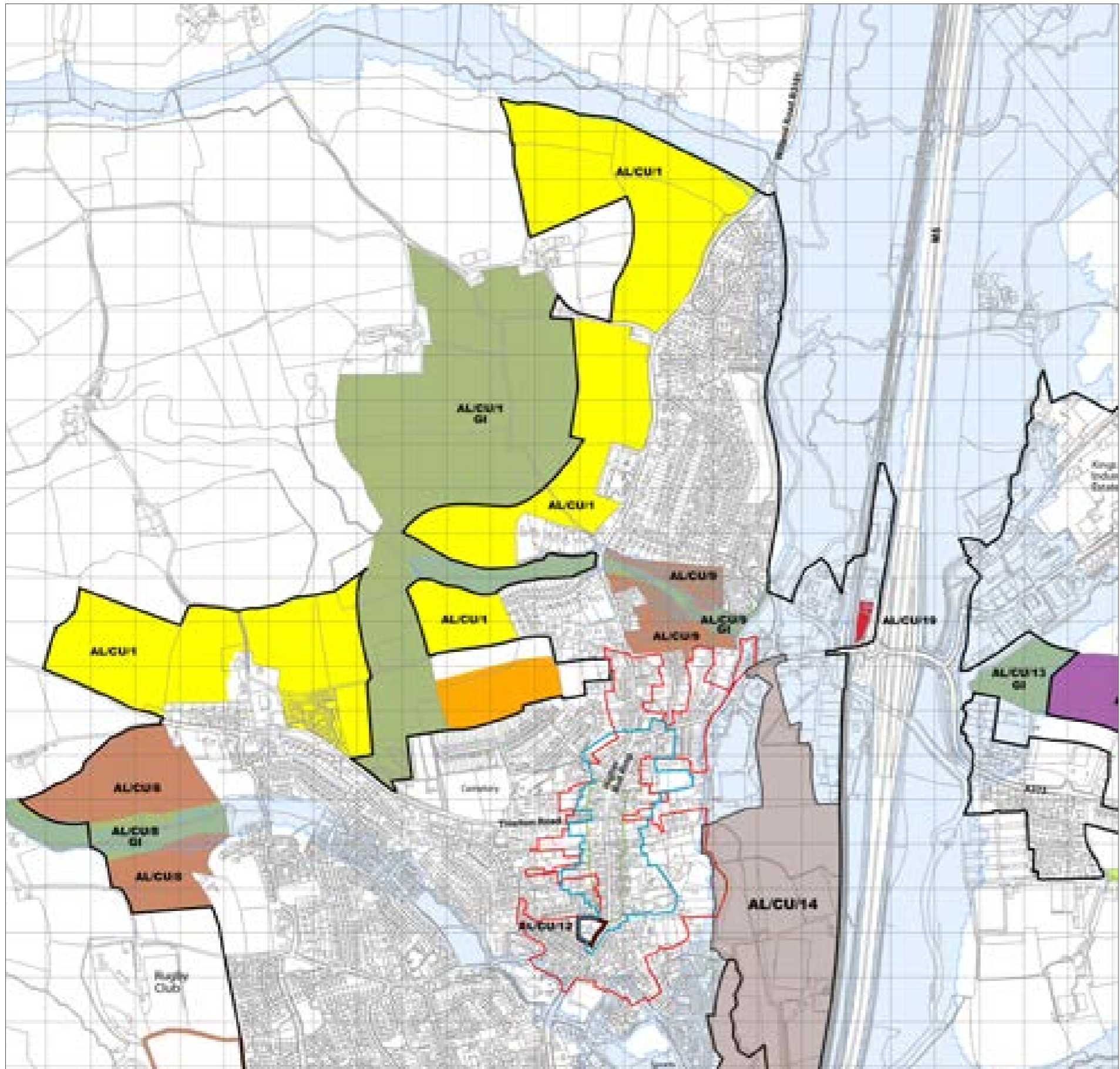
**Transport:** a new through road suitable for buses linking Tiverton Road to Willand Road; bus, pedestrian and cycle routes; cycle and pedestrian links to and from the town centre; a shared use path between Cullompton and Willand along the B3181; a footway and shared use link along Millennium Way, travel plans and other transport measures to minimise carbon footprint and air quality impacts, and bus service enhancements.

**Green infrastructure:** 28ha for strategic green infrastructure; 0.7ha equipped children's play, 2.8 ha sports pitches and 0.7ha allotments; sustainable urban drainage; strategic landscaping and tree planting; protection and enhancement of existing public rights of way; archaeological investigation, recording and protection where necessary; design respecting Listed Building setting.

**Community:** 2.1ha new primary school with early years education provision; 1.0ha for youth, children and other community uses; a community building with youth facilities.

Other policies for the urban extension require measures to reduce carbon and emissions associated with development of the site and a phasing strategy to ensure development and infrastructure are delivered in step in order to reduce the impacts of the development. The policy recognises the need to ensure the development remains viable and sets out a range of phasing requirements, variation of which needs careful justification.





- Key
- Settlement Limit
  - Conservation Area
  - Residential
  - Contingency Housing Site
  - Mixed Use
  - Green Infrastructure
  - Employment
  - Town Centre Boundary
  - Primary Shopping Area
  - Community Use
  - Railway Station Car Park
  - Area for Eastern Relief Road
  - Ancient Monument
  - County Wildlife Site (2007 data)
  - Floodplain

Mid Devon Local Plan Policies Map October 2013  
 Gross development Area: 42.5ha (NW Cullompton site)  
 Gross GI Area: 32.3ha (NW Cullompton site)

## 1.3 The Supplementary Planning Document

This masterplan SPD responds to adopted planning policies and provides guidance on how their objectives can be delivered and how alterations may need to be made to reflect circumstances on site as now understood following further analysis and studies.

Since planning policies specific to this site have been adopted, further survey work, analysis and public consultation exercises have taken place and a number of key issues have emerged:

### 1) Developable area and quantum of development

It is apparent that due to site constraints, the amount of development identified for the site will be difficult to achieve within the allocated area unless there is a radical reassessment of the boundaries between the areas for development and Green Infrastructure. Within the allocated area for the development scheme, the promoters estimate approximately 700 houses can be accommodated. The scheme will need to finance a range of infrastructure including a road linking Tiverton Road and Willand Road, off site highway works, a new primary school, community facilities including a new community building and public open space. There is concern over the ability of this number of houses to deliver the required level of infrastructure whilst still remaining viable. As such the masterplan seeks to redraw the boundary between the development area and green infrastructure and identifies 1120 number of dwellings and a redistribution of green infrastructure that still achieves 32ha. This still meets the policy requirement of 28 ha for green infrastructure.

### 2) Location and amount of employment land

The Allocations and Infrastructure DPD allocates the site for 40,000sqm (approx. 11.4ha) of B1 (light industrial) or other suitable employment floorspace. The Council's Employment Land Review 2013 recommended that the employment provision within the urban extension be revised to 10,000 sqm (approx. 2 ha). This was on the basis of the market being unlikely to be able to support all the proposed employment floorspace proposed within the Cullompton area and a rebalancing of allocations to increase the number of smaller sites that are not dependent upon significant additional infrastructure and more likely to be delivered in the short-to-medium term. A key issue is therefore the amount of employment floorspace to be provided on the site and its location. The

masterplan identifies 10,000 sqm to be located at the northern fringes of the allocation and within a 'local centre' facility more centrally located within the allocation.

### 3) Link Road provision and highway works

Policy AL/CU/2 requires the provision of a network of streets linking to the existing highway network including the provision of a through-route suitable for buses linking Tiverton Road with Willand Road. The masterplan indicates a route from Tiverton Road in the south, exiting onto Willand Road just South of Rull Lane. The original proposal to link the road from the Langford Park development in the south to the roundabout at Millennium Way to the north has been ruled out due to topography and because the existing road infrastructure within Langford Park does not allow for a sufficient entrance to a link road. A new southern access to the east of the Langford Park site has been proposed in order to provide a more suitable access. The phasing for delivery of this route is considered further in section 5 of this document. The Highway Authority have indicated a need for traffic calming measures to be provided along Willand Road in a southerly direction from the Rull Lane junction, to discourage drivers from accessing the town centre from this direction. The masterplan also includes provisions of a temporary access off St George's View which would be closed off once the link road through the site was provided.

### 4) Location of sports pitches

Policy AL/CU/3 of the AIDPD requires the provision of equipped and laid out public open space as part of the green infrastructure including 2.8 ha of sports pitches. Pitches require relatively level land which is in short supply on this site. Initial proposals related to provision of some of these facilities on land to the far west of the allocation, adjacent to Tiverton Road. However, there were concerns about the deliverability of this in that the land is outside the control of the development promoters and the current landowner has not contributed to the masterplanning process or acted to release this land for development. As a result, the masterplan identifies that these facilities should, in the main, be centrally located and well related to the primary school as well as linking it with other formal and informal green infrastructure provision. It is also intended that part of the sport pitch provision is to be located off site to

meet local demand.

### 5) Location of the primary school

Policy AL/CU/4 requires the provision of a site 2.1ha in size for a new primary school and that the development funds a 210 place primary school within it. The school site is also to accommodate an additional 52 places for early years education. A key issue is where this facility may be best sited and the consultation which has taken place has highlighted a preference for the school facility to be sited at the top of Rull Hill where it can take advantage of the green heart of the site. The promoters are working with the Local Authority and Devon County Council to deliver this facility at an early stage.

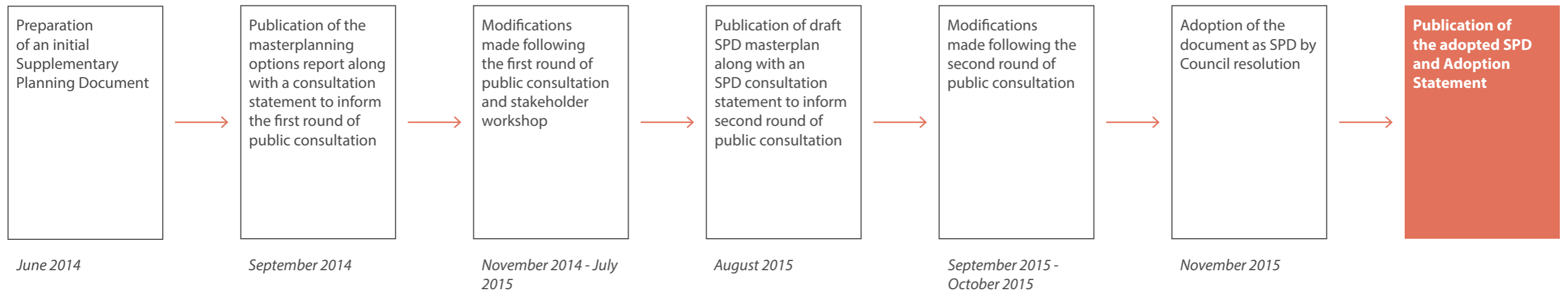
### 6) Location of gypsy and traveller pitches

The provision of pitches for gypsies and travellers is a government requirement. Policy AL/CU/1 requires that at least 5 such pitches are provided as part of the development's affordable housing requirement in order to contribute towards the need in the District. The masterplan identifies that these could be provided at the north east end of the allocation, where access for caravans is most suitable. The Council has recently concluded its latest Gypsy and Traveller Accommodation Assessment. This has indicated that there will be a need to find land for more pitches across the District than initially thought. There may be an opportunity to provide further pitches within the area indicated on the masterplan.

### 7) Phasing of development

Given that policies AL/CU/1 – AL/CU/7 require the delivery of a number of types of important infrastructure, phasing, timing and the mechanism for delivery of these has been identified as a key issue. Policy AL/CU/6 sets out triggers for the provision of affordable housing, serviced employment land, green infrastructure provision, bus service enhancements, the linking road between Willand Road and Tiverton Road and the transfer of land for the primary school. The phasing of development together with triggers for the delivery of infrastructure have been reviewed as part of the masterplanning process. This is addressed in section 5 of this document.

SPD Preparation and Adoption Process



# 1.4 Consultation

*Before a planning application is made, the Local Planning Authority will carry out a major public consultation exercise into the masterplanning of the site. There will be full involvement of relevant stakeholders, leading to the adoption of a Supplementary Planning Document.*

Policy AL/CU/7 (p. 118) Masterplanning

The content of the master plan SPD has been informed by public and stakeholder consultations. The comments and feedback gathered from these events are summarised in this section.

### First Round Public Consultation

The first round of public consultation took place 12th September - 12th October 2014 and included three public exhibitions.

This consultation presented the emerging key issues and masterplanning options to the public, focusing on:

- Developable area / quantum and distribution of development and green infrastructure
- The alignment of the link road
- Location of playing pitches
- Location of the school
- Location of employment
- Location of gypsy and traveller site

*(see Appendix B chapter 7.1 board no.s 3-8)*

65 written representations were received in response to these events. Whilst many individual issues were raised in the representations, a number of issues were more common than others. For example concerns were expressed about:

- Relief road should be built before or very early on in the development
- Concern over lots of rat runs created
- Motorway junction improvements must be completed before or close to beginning of development
- Concern over Air Quality
- Concern over Noise Quality
- Retain current public rights of way i.e. bridleways, footpaths etc. across the site. Goblin Lane in particular to be protected and enhanced

### Stakeholder Workshop

Key stakeholders were consulted during the process of producing the SPD. A stakeholder workshop was held on the 20th October 2014 at Tiverton Town Hall. Attendees included representatives from:

- Mid Devon District Council
- Cullompton Town Council
- Natural England
- NHS
- English Heritage
- Highways England
- Devon County Council

### Second round Public Consultation

The second round of public consultation took place between 20th August and 1st October 2015 with 120 valid representations being received. This consultation considered the masterplan SPD document in draft. In particular it set out a vision and concept for the proposal, guiding principles for its design, details in respect of factors including the amount and location of development, density, highways and transport. The consultation also considered proposals for the phasing of the development, infrastructure provision and delivery.

## First Round Public Consultation

4 weeks



SEPTEMBER - OCTOBER  
2014

## Stakeholder Workshop

NOVEMBER  
2014

## Second Round Public Consultation

6 weeks

AUGUST - SEPTEMBER  
2015



First Stage Public Consultation



First Stage Public Consultation



Site Visit with Cabinet Members



Stakeholder Workshop



Stakeholder Workshop

# 1.5 First Round Public Consultation Feedback

## Written representation and feedback from the Public

The first round public consultation ran between the 12th September and the 12th October 2014. A total of 65 valid responses were received. The table below shows a breakdown of responses.

Question	Response	Number of respondents	Percentage of total respondents (out of 65)	Percentage of respondents who answered the question
Should the boundaries between the green infrastructure and housing land be amended on order the increase the amount of housing to compensate for this and pay for these facilities?	Yes	10	15%	44%
	No	13	22%	56%
	Unhappy with the option of less infrastructure*	11	17%	-
The development will increase traffic. How should this be dealt with and where should the proposed road connect into Tiverton Road and Willand Road?	Option 1 – Tiverton Road to Roundabout at Millennium Way	10	15%	36%
	Option 2- Tiverton Road to Willand Road	18	28%	64%
	Link road to meet Tiverton Road East of cemetery	1	2%	-
	Link road to meet Tiverton Road West of Trumps Orchard	4	6%	-
What types of employment should this include and where should it be located?	Option 1- Northeast location	8	12%	73%
	Option 2- Split between the North and the South	3	5%	27%
Where should the new primary school be located?	Option 1- Northeast area	6	9%	15%
	Option 2- Next to Health Centre	17	26%	44%
	Option 3- Rull Hill	16	25%	41%
Where should new sports pitches be located?	Option 1- Split between Rull Hill and land to the North and South	5	8%	23%
	Option 2- Land to the West	3	5%	13%
	Option 3- Split between Rull Hill and land to North	5	8%	23%
	Option 4- Split between Rull Hill and land to West	9	14%	41%
	Questioned the need for new sports pitches – reinvest in current Cullompton facilities	18	28%	-
The policy proposes a new community centre and youth facilities. What new community facilities are needed? Where should they be located?	Swimming Pool – Invest in Cullompton Swimming Pool Campaign	7	11%	-
	Invest in current facilities	18	28%	-
	Allotments	3	5%	-
	Public House	2	3%	-
	Tennis courts	1	2%	-
Please comment on the two emerging development options. Of the two options put forward, do you have a preference?	Option 1	7	11%	21%
	Option 2	20	31%	61%
	Neither	6	9%	18%
Overall do you agree with the proposed scope and content of the proposed masterplan document?	Yes	16	25%	57%
	No	12	19%	43%
Gypsy and Traveller Sites	Option 1- West	2	3%	67%
	Option 2- North	1	2%	33%
	Option 3- West and North	0	0	0

## Response to comments

**Question:** Enhance natural/environmental features of the site and its surroundings. Are there existing environmental features you would particularly like to be protected or enhanced?

**You said:** The retention of hedgerows, mature trees and public rights of way through the site. The retention of Rull Hill as a green space and the conservation of the Roman Fort on St Andrew's Hill. Asked that Goblin Lane be protected. There was concern over the loss of countryside and views due to the proposed development.

We did: The majority of Hedgerows, mature trees, and all public rights of way are proposed to be retained. The proposal is for Rull Hill to remain a green hilltop, with the majority of the GI located there. The school and community facilities are also proposed to be located on Rull Hill. A visual impact assessment has been undertaken which has identified key views, and aims to minimise any impact and loss of visual amenity.

**Question:** Planning policy allocated the site for 1100 dwellings and employment. Due to site constraints only 700 houses are likely to be provided on the allocated site. It is unlikely that this will be enough to pay for the infrastructure that would be required including the new road, primary school and other community facilities. Should the boundaries between the green infrastructure and housing land be amended in order to increase the amount of housing to compensate for this and pay for these facilities?

**You said:** Unhappy about the option of less green infrastructure. The new road and primary school were critical for the development, many would only choose the option of more development to ensure these infrastructure requirements were met. Overall, some felt they were being coerced into choosing the higher amount of housing to achieve all the required infrastructure. Of those, 44% were in favour of increasing the number of houses built and reducing the green infrastructure while 56% were not in favour of increasing the amount of housing to obtain the infrastructure required. As many of the respondents who chose the second option of more development mentioned only doing so to ensure the required infrastructure be delivered, these results are biased towards the more development option (Option 2) (see Appendix B chapter 7.1 board no. 10).

We did: There is a perceived idea that there is less GI, however, amending the GI and development boundaries is due to the fact that some of the land allocated for development is not suitable for development, and needs to be retained as GI. This includes areas of hedgerows, mature trees, steep land, ecological routes, etc. The amendment of boundaries has not decreased the GI area; moreover, the proposed GI area is per the allocation and policy.

**Question:** *The development will increase traffic. How should this be dealt with and where should the proposed road connect into Tiverton Road and Willand Road?*

**You said:** *The current traffic problems within Cullompton were mentioned often in the representations received. Nearly a quarter of respondents expressed the need for either updating or creating a new motorway junction at the beginning of or before any more development occurred while nearly a third declared the need of a relief road to be in use early in the development or before any development occurred.*

*Development should not result in the creation of new rat runs. It was also mentioned that the amount of car parking for dwellings needs to be adequate to ensure that cars are not parked on the roads.*

We did: The delivery of the link road is proposed to be finished within phase 1 (approximately within 2 years of the start of development).

**Question:** *The residential element will provide a range of housing types and affordability. What types of housing would you like to see?*

**You said:** *A need for affordable housing, housing for the elderly, eco-housing, some self-build plots. Enough parking for two or more cars per dwelling. 2-3 bed dwellings would be most appropriate. A proportion of larger 5 bed dwellings would pull in families with high household incomes and hence spending power into the local economy and town centre businesses in particular.*

We did: A range of densities has been proposed, which will allow a range of house types to be proposed. Parking numbers will be in accordance to MDDC's parking requirements.

**Question:** *The urban extension proposes employment floorspace. What types of employment should this include and where should it be located?*

**You said:** *Of all 65 respondents, only 11 chose an option for the location of floorspace (see Appendix B chapter 7.1 board no. 7). Concerns over the increase in large vehicles in Cullompton from employment areas in the new development and a number suggested that there should not be any employment in the new development at all. Many wanted light industry or offices.*

We did: The employment is proposed to split between the north of the site and the local centre. This would include a mix of employment uses.

**Question:** *Where should the new primary school be located?*

**You said:** *Many commented that they would like to see the proposed sports pitches next to the school, so they could be utilised by the pupils and that the location of the school should be accessible and safe for cars, pedestrians and cyclists. (see Appendix B chapter 7.1 board no. 6)*

We did: The school is proposed to be located on Rull Hill together with the sports pitches and other GI. Early delivery of the school site is recognised as being very important.

**Question:** *The masterplan will provide major areas of green and recreational space. What should this include? Where should new sports pitches be located? (see Appendix B chapter 7.1 board no. 5)*

**You said:** *As well as having a few large sports pitches, investment should be made into the current recreational spaces in Cullompton. A large number of respondents were in favour of having larger areas of green space and not having small play areas for children. It was suggested that the following be included: allotments, community garden, orchard, wildlife habitat, landscaped parkland, and skate boarding park.*

We did: A wide range of GI uses are proposed and can be seen in chapter 4.5.

**Question:** *The policy proposes a new community centre and youth facilities. What new community facilities are needed? Where should they be located?*

**You said:** *Inquired the need for new facilities in Cullompton as there are several community facilities in Cullompton. It was questioned whether developer contributions could go toward other community facilities. Facilities should be located near to the centre of the development and the following community facilities be considered: somewhere for the older generation to meet up for tea, dance, bingo etc. , public house, community hall/youth club.*

We did: A community facility together with the sports pitches has been proposed on top of Rull Hill.

**Question:** *Do you have any other comments to make on the proposed masterplan document?*

**You said:** *Flooding and drainage issues, noise and air pollution, the inclusion of pedestrian and cycle paths, and suggested restricting the development to two stories.*

We did: These issues have been taken into account throughout the masterplanning process, and will be looked at in more detail at planning application stage. Pedestrian and cycle paths have been included on the proposal, and are a vital part of the proposals.

**Question:** *Gypsy and Traveller Pitches*

**You said:** *There were a number of representations opposed to including Gypsy and Traveller sites or questioning the expected need for them. A few representations believed that the pitches should not be on the outside of the development but more integrated, while others suggested the pitches be away from sports fields and pitches.*

We did: The number of gypsy and traveller sites specified in the policies have been accommodated in the north of the site. They are required as part of the affordable housing provision on site.

## 1.6 Stakeholder Workshop Feedback

### 1. Transport and Access

*You said: Sports facilities need appropriate parking/route planning*

We did: Appropriate parking provision needs to be designed as part of any planning application.

*You said: Junction with Tiverton Road/Kingfisher Reach/ Langlands Road needs detailed consideration ; getting team buses to pitches*

We did: this junction will be designed in detail, and will take bus access into account.

*You said: Willand Road priorities – walking, traffic calming, lorry movements*

We did: Along Willand road bordering the site a shared use path is proposed. This would be incorporated within the redesigned street and cater for pedestrians and cyclist allowing safe access to the development site and the commercial site in the north. Shared surface areas would provide safe crossing points and linear SWALES and tree planting would create an attractive approach to Cullompton. After the link road enters the development site the nature of the road leading on into town would change to become a pedestrian priority street. Shared surface treatments interspersed with a central reservation and tree planting would create safe pedestrian route into town whilst allowing the safe but controlled movement of vehicles.

*You said: Employment land – access to employment land – remove weight limit (Millennium Way)*

We did: The removal of the current weight limit is an action for the Highway Authority, however the access strategy proposed for the NW sector is consistent with Millennium Way being used for the primary access to J28, in line with the highway strategy put forward by DCC as part of their representations and supporting work for the Local Plan.

*You said: Vehicle movement/drop off/parking for school is essential. Pedestrian movement consideration essential (crossing, cycleways)*

We did: The design of the road immediately outside of the School will

require careful consideration, the detail will be best considered as an integral part of the design of the school, to ensure that pedestrian access and drop off areas are in the most appropriate location. As the road design is developed further, we will work with Devon County Council to ensure as far as is reasonably possible that the road layout is planned in a flexible manner to accommodate the later implementation of the school.

*You said: Phasing – long term traffic issues - J28 – vital to facilitate vehicle movements. Relief Road as well as timetable?*

We did: The works necessary to accommodate the traffic generated by this site is currently being implemented by DCC, with completion later in 2015. The development of this site is not predicated upon the delivery of the town centre relief road.

*You said: Signage – roads, paths, pedestrian, cycling – critical*

We did: As part of the detailed design of this site the signing of all routes will be very important, and a detailed strategy will be prepared in conjunction with the Town Council, District Council and Highway Authority.

*You said: Kingfisher Reach (Swallow Way)– needs careful integration*

We did: In accordance with the agreed access strategy, the junction arrangement at the southern end of the access road will facilitate the use of Kingfisher Road as one of the options for further access to the roads south of Cullompton. It will be for Devon County Council as Highway Authority to consider if further work is required to Swallow Way.

*You said: Road capacity for agricultural vehicles*

We did: The layout of the road will be designed to accommodate appropriate road going vehicles for access to adjacent land uses, including agricultural uses.

*You said: Effective footway access and footpath links – must have links to other facilities in town*

We did: The scheme will keep existing footpaths and provide new

footpaths linking the new development to the surrounding area. Routes through the site such as Goblin Lane will be upgraded.

*You said: Traffic impact on Willand Road and Higher Street (AQMA) and creating rat run through existing estates/roads*

We did: The layout of the access road and the principle of traffic calming of Willand Road towards Cullompton Town Centre is compatible with the highway strategy that has been developed and tested by Devon County Council when they prepared their Local Plan representations. The access road was specifically included to address the traffic issues within the Town Centre including the Air Quality Management Area.

*You said: Access to St Georges Well*

We did: St George's Well would be connected into the site wide drainage strategy that will attenuated water to green field run off rates.

### 2. Green Infrastructure, ecology, flooding and drainage

*You said: Where are the 3 hill top parks that were mentioned?*

We did: St. Andrew's Hill, and two mounds on Rull Hill.

*You said: Allotments and orchards proposed but where are the parks – a destination needed*

We did: See Green Infrastructure (GI) strategy (chapter 4.5).

*You said: Connectivity between all GI and existing development – is it logical and is it for all?*

We did: See GI strategy (chapter 4.5).

*You said: Flood risk and SUDS – sympathetic proposals being put forward. Good design and management needed. Good evidence base needed to support design and capacity*

We did: Above ground surface ponds/basins will provide water quality and treatment as well as requisite attenuation to improve downstream flood risk.



*You said: Long term maintenance concerns about SUDS – who? – Cost? And during construction of whole site*

We did: A Management Company will be set up specifically for the development. As for during construction – the sustainable urban drainage features will be put in as part of initial site works - and PPG 5 and 6 will be specified (Pollution Prevention Guidance) as part of the ground works contract.

*You said: Deal with current drainage issues at Rull Lane/Willand Road – find out causes and use SUDS to resolve. Will need to assess soil type.*

We did: The catchment area of the Leat that drains to this area will be diverted and drained to the north and into Fulford Water (instead of its current route under Rull land to the south), which will significantly improve the drainage in this area by removing the flows from upstream.

*You said: Consider impact on otters, bats and badgers and provide appropriate mitigation*

We did: The impact has been considered, and ecological routes and buffers have been allowed.

*You said: Retention of hedgerows and trees and remove only where necessary for access*

We did: The majority of hedgerows and trees are retained, only being removed where no other option available (e.g. to get the link road in).

*You said: Ensure pedestrian visibility where roads cut through bridleway – visibility for and of all*

We did: The roads and pedestrian routes will be designed to be safe for crossing.

*You said: Playing fields in close proximity to school*

We did: The playing fields have been proposed on Rull Hill in close

proximity to the proposed school. Off site provision of part of the playing field requirement is also being considered.

### **3. Built environment, character and placemaking**

*You said: Early delivery of the school*

We did: A serviced site for the school will be delivered in phase 1.

*You said: Possibly use proposed playing fields indicated to far west for housing and provide playing fields off site at rugby club*

We did: The site to the far west is no longer being masterplanned due to ownership issues. MDDC proposes to remove this part of the site from the allocation (Local Plan Review).

*You said: Show density more clearly*

We did: Density plan shown in chapter 4.3.

*You said: Community building/place of worship/multi purpose – St Andrews have very high congregation numbers*

We did: Community building proposed on Rull Hill, in close proximity to the school.

*You said: Character zones – density – not shown*

We did: A density strategy plan is shown in chapter 4.3. Character zones have been identified in chapter 4.6, which will need to be assessed in any future outline planning application.

*You said: More than 1 corner shop*

We did: There is currently one local centre proposed for the development, however, there could be other corner shops in the development.

*You said: Nature of employment allocation – size of units, type of employment*

We did: The employment mix has not been decided, as this will depend on a number of factors. This will be determined at planning application stage.

### **4. Vision**

*You said: Needs to be integral part of town – linked well, supporting and growing existing centre*

We did: Connectivity is a vital part of the proposal, with cycle and pedestrian connections to existing routes leading to the town centre.

*You said: Allotments – health centre garden request, community facilities*

We did: A wide range of GI uses including allotments have been proposed (see chapter 4.5 for more information).

*You said: Design – renewable, sustainable energy, south facing gardens, solar panels*

We did: The design of the individual houses and plots will be determined by any planning application.

### **5. General Comments**

*You said: Integrity of scheduled ancient monument*

We did: St. Andrew's Hill is a vital part of the area and the proposal seeks to enhance its setting, allowing GI around the Hill which allow the scheduled ancient monument space in the development.

# 1.7 Second Round Public Consultation Feedback

The consultation ran between the 20th August – 1st October 2015. A total of 120 valid responses were received. The table below shows a breakdown of responses.

Question	Response	Number of Respondents	% of Total Respondents (out of 120)	% of respondents who answered the question	
The proposed masterplan document sets out a series of guiding principles which should be followed in drawing up detailed planning applications. These guiding principles are set out in pages 34-39 of the draft masterplan and relate to urban design, movement and transport, landscape, open space and recreation, socially equitable, economy and employment, energy and resource efficiency and character. Do you agree with the proposed guiding principles as set out?	Yes	21	18%	41%	
	No	30	25%	59%	
The proposed masterplan envisages 1100 houses, 10,000sq metres of employment floorspace, a primary school, community centre, local centre, at least 5 gypsy and travellers pitches and more than 28 hectares of green infrastructure including sports pitches, equipped play areas and allotments. Do you agree with the proposed uses? Do you agree with the location of the proposed uses as set out in the framework plan on page 43 of the draft document?	Do you agree with the proposed uses?				
	Yes	24	20%	46%	
	No	28	23%	45%	
	Do you agree with the location of the proposed uses?				
	Yes	19	16%	39%	
	No	30	25%	61%	
The Council must ensure that infrastructure is provided in a timely manner alongside the development, without making the development unviable. Of the infrastructure that the development is expected to provide, the masterplan looks to prioritise the delivery of a primary school site and the new road that will link Willand Road with Tiverton Road. Do you agree with the prioritisation of the primary school and the road?	Yes	31	26%	61%	
	No	20	17%	39%	
In order to reduce the time taken to build the road linking Willand Road with Tiverton Road it is proposed to construct it from both ends at the same time and then join these ends together. This will require the formation of a temporary vehicular access from St George's View which would be closed to traffic when the road opens.	Do you agree with the proposed way of constructing the road from both ends at the same time?				
	Yes	25	21%	54%	
	No	21	18%	46%	
	Do you agree with the opening of a temporary vehicular access from St George's View?				
	Yes	11	9%	23%	
	No	36	30%	77%	
The proposed masterplan sets out on page 71 trigger points for when infrastructure is expected to be delivered. Do you agree with the trigger points suggested in the draft masterplan for the following key areas?	Access and Transport	Yes	18	15%	38%
		No	29	24%	62%
	Education	Yes	33	28%	75%
		No	11	8%	25%
	Community Building	Yes	26	22%	59%
		No	18	15%	41%
	Employment	Yes	29	24%	66%
		No	15	13%	34%
	Local Centre	Yes	26	22%	63%
		No	15	13%	37%
	GI	Yes	27	23%	64%
		No	15	13%	36%
	Gypsy and Traveller Pitches	Yes	14	12%	33%
		No	29	24%	67%
The proposed masterplan sets out on page 71 trigger points for when infrastructure is expected to be delivered. Do you agree with the trigger points suggested in the draft masterplan for the following key areas?	Yes	14	19%	51%	
	No	23	18%	49%	
Any other comments about the draft masterplan?	Supports the allocation of a Community Health Garden.	30	25%	-	
	Objects to the removal of the Oak Tree.	14	12%	-	
	Concerned about how the Council would adhere to the guiding principles.	3	3%	-	
	Concerned about parking.	6	5%	-	
	Concerned about the capacity of medical facilities.	6	5%	-	
	Commented on the need for additional sports facilities.	7	6%	-	
	Concerned about traffic in Cullompton.	16	13%	-	
	Concerned about the impact on Cullompton High Street.	5	4%	-	

**1. The proposed masterplan document sets out a series of guiding principles which should be followed in drawing up detailed planning applications. These guiding principles are set out in the draft masterplan and relate to urban design, movement and transport, landscape, open space and recreation, socially equitable, economy and employment, energy and resource efficiency and character. Do you agree with the proposed guiding principles as set out?**

### Guiding principles

*You said:* You agreed with the guiding principles but were concerned that the developers would not keep to these principles. You were concerned whether there would be a contingency to complete the work should the developers default on their payments.

We did: The NW Cullompton masterplan will be adopted as a supplemental planning document which will carry weight in planning decisions and guide developers in making their outline and reserved matters applications. At the planning application stage the developers will be required to enter into Section 106 legal agreements in respect of their obligations.

### Parking

*You said:* Each dwelling should have parking for at least two cars, with larger homes having additional parking provision.

We did: We will expect reserved matters applications to demonstrate a suitable level of parking for the size of the dwellings, compliant with policy DM8 of the Local Plan 3 Development Management Policies.

### Transport

*You said:* The road should be constructed first and should not interfere with St George's View. A southern link to the motorway should be put in place first before any building to ease congestion through the town.

We did: The development will need to pay for the new road through the site via the sale of development land. It is not viable to deliver the road fully in advance of any development. The proposed funding mechanism will ensure that the new road comes forward as early as possible and in advance of the previously approved planning policy for the site. Without the access through St George's View, the road would take longer to construct and complete as its funding would be reliant upon house sales. The development is expected to contribute financially towards the

provision of the town centre relief road, but will not be able to fully fund it. It is also expected to provide traffic calming measures on Willand Road.

### Other comments

*You said:* The land set aside for youth, children and other community uses appears to be only 1ha. Given the increased numbers of homes, this should be increased.

We did: Planning policy for the site requires a 1ha site for youth, child and other community uses. This will be supplemented by open space, sports and recreation provision including part off site to supplement an existing sports provider in Cullompton. A community health garden is also proposed on site.

*You said:* There will be extra water run off of from the proposed development which may cause flooding.

We did: The masterplan incorporates the requirement for a sustainable urban drainage system to deal with surface water run-off. It will be designed to reduce run-off below those existing on the site. There will also be a requirement that this drainage system is adequately maintained in the future.

*You said:* Is there a strategy to ensure sustainable economic development so that Cullompton does not become a huge commuter town?

We did: Additional employment floorspace is being included within the development and through other measures employment floorspace is being allocated in other parts of Cullompton. Occupiers of the new development will increase economic activity and spend in the town.

*You said:* Provision should be made for self-build homes.

We did: The Government is likely to make self build a national planning requirement on residential sites and the Council is currently updating its own planning policy on this. We expect a range of housing types to be provided and the masterplan now requires consideration of self build as part of this. It is expected that once revised policies have been adopted this will become a requirement to be secured at the planning application stage.

**2. The proposed masterplan envisages 1120 houses, 10,000sq metres of employment floor space, a primary school, community centre, local centre, at least 5 gypsy and travellers pitches and more than 28**

**hectares of green infrastructure including sports pitches, equipped play areas and allotments. Do you agree with the proposed uses? Do you agree with the location of the proposed uses as set out in the framework plan in the draft document?**

### Play areas

*You said:* Existing play areas could be closed and yet the new developments are going to have some. Small play areas are expensive to maintain and are not at all imaginative for children. Would like to see accessible open spaces for picnics and leisure use.

We did: The masterplan includes a large area for sport and recreation including play space near the primary school on Rull Hill. The masterplan proposes to concentrate play provision in fewer, larger sites that will be more sustainable in the future and provide greater play value compared with more, smaller sites. The proposed hilltop park will allow for a range of informal recreation.

### Sports facilities

*You said:* You wanted more facilities for rugby and dual use facilities for community and school uses. Locating a sports field on the top of a hill will make it difficult when wet and windy. There should be a town swimming pool provision as a therapy and leisure pool.

We did: Scheme promoters are in discussions with existing sports providers in the town. The masterplan expects that part of the formal sports provision will be provided off site. We expect that at planning application stage an additional sports pitch will be secured off site for an existing sports club. Dual use of the sports facilities at top of Rull Hill between the school and community will be sought. There is currently no planning policy basis to require the provision of a swimming pool site or funding from this development in addition to other sports provision. In response to Town Council comments, the masterplan recognises that a multi-use games area could be part of the sports facilities to be provided.

### Capacity of medical facilities

*You said:* You were concerned that no new medical facilities are proposed to cater for the additional residents. You wanted to see the provision of a 1 acre community garden attached to the College Rd Surgery and Integrated Health Centre.

## 1.7 Second Round Public Consultation Feedback

We did: New doctor's surgeries are delivered through clinical commissioning groups and could be accommodated within the local centre area of the site if sought by such a group. The masterplan has been amended to include a community health garden adjacent to the existing medical centre on Willand Road.

### Location of School

*You said:* The position of the primary school adjacent to the main link road is too dangerous for young children. The school is not in a central location to the town.

We did: The most appropriate site for the school was considered at the first consultation stage as a key issue and received support at that stage including from the Town Council. The school is in an accessible location central to the new development and the northern part of the town, which it is primarily intended to serve. The design stage will consider safety issues and it is expected that appropriate pedestrian crossing and speed reduction measures will be provided around the school site.

### Other Comments

*You said:* The location should be on the eastern side. Then all extra traffic could access the motorway without affecting existing residents. The scale of the development is too large... There is a risk of yet more large blocks of indifferent housing bolted in an unwieldy fashion onto the existing community. The residential development immediately south of Rull Lane and north of the proposed allotments and school is inappropriate and should be replaced with further community orchards and allotments.

We did: The location and scale of the development has already been set within adopted planning policy. This masterplan is intended to guide the development so that it does not become a "bolt-on", but a comprehensive and well-planned new urban extension that respects its surroundings and integrates well with the existing town. The masterplan sets out a series of guiding design principles that will inform subsequent planning applications. Allotments and open spaces have been incorporated into the masterplan.

**3. The Council must ensure that infrastructure is provided in a timely manner alongside the development, without making the development unviable. Of the infrastructure that the development is expected to provide, the masterplan looks to prioritise the delivery of a primary school site and the new road that will link Willand Road with Tiverton Road. Do you agree with the prioritisation of the primary school and the road?**

*You said:* You agreed to the prioritisation of the road construction and the link to the school, however, you wanted to see the infrastructure in place and funded before building starts. You wanted to see a wide road to allow buses and cars to pass and to discourage parking on the pavements. You thought a safer route would be to link into the development from the Willand end of Millenium Way and were concerned that the use of Willand Road would cause congestion and have a negative impact on both house prices and saleability.

We did: The masterplan prioritises the construction of the road, including the link to the school in order to reduce impact upon the town centre. The road will be designed to Highway Authority standards so that it is wide enough to allow buses to pass freely. It will need careful design, particularly residential parking arrangements, to ensure that all road users are catered for and that speeds are kept low and communities are not segregated by the highway. The route has also been carefully considered and takes into account the existing contours of the land and the difficulty of crossing Rull Lane which would be required to exit the development further north. Traffic calming measures are proposed on Willand Road to reduce traffic impact and encourage use of Millenium Way as an alternative route to the M5.

**4. In order to reduce the time taken to build the road linking Willand Road with Tiverton Road it is proposed to construct it from both ends at the same time and then join these ends together. This will require the formation of a temporary vehicular access from St George's View which would be closed to vehicular traffic when the road opens.**

### Use of St George's View as a temporary access route

*You said:* Residents of St George's View were opposed to its use as a temporary construction access due to a number of reasons, including safety, the narrowness of the road, impact on quality of life and on health and well-being of residents, and devaluation of property. You were concerned that the anticipated 2-3 year timescale would not be kept. You considered that development could be started at each end, avoiding the need to use St George's View.

We did: We have carefully considered the need to use St George's View again. However, this is the only way of achieving funding for the road and hence its delivery at this stage in the development. The alternative is later road delivery with more development traffic using the existing highway network through the town centre until then. The masterplan proposal seeks to ensure the road comes forward as a priority which is of

primary concern for the wider town. The masterplan makes it clear that traffic management measures will be expected (to be agreed at planning application stage) to reduce impact upon St George's View residents and that the temporary access is to be closed to vehicular traffic once the new road is open for use.

### Removal of the Tree on St George's View

*You said:* You were opposed to the removal of the oak tree which is 60 years old, has a tree preservation order on it and is home to wildlife. You did not think that removal of the tree was acceptable for a temporary access.

We did: The greater overall benefit to Cullompton in the earlier delivery of the road is considered to outweigh the loss of the tree. It is expected that replacement planting will be required.

**5. The proposed masterplan sets out trigger points for when infrastructure is expected to be delivered. Do you agree with the trigger points suggested in the draft masterplan for the following key areas?**

### Access and transport

*You said:* This many more houses will need better access to the M5, a railway station and an improvement to traffic in Cullompton town centre. Problems with access to Junction 28 and traffic issues in the town centre should be resolved before building new houses. It is worrying that the masterplan states that the transport assessment will need to demonstrate the impacts on Tiverton Road are acceptable. It would be safer for the new road to link directly into the roundabout at the Willand End of Millennium Way.

We did: Work has already been carried out to improve the capacity at Junction 28 and already accounts for traffic from 1100 houses and employment development on this site. Infrastructure improvements are funded by development. The new road will complete an alternative route to the town on the eastern side without reliance upon the town centre. At the northern end, traffic calming will encourage use of Millenium Way to access the M5 rather than through the Willand Road / Station Road junction. The development is also expected to contribute financially to the proposed relief road to the east of the town centre. Transport assessment and modelling has taken place as part of the masterplan process to demonstrate that the impact of traffic associated with the development incorporating measures such as traffic calming and its phasing on the existing highway network is acceptable. More information on this will also be expected at the planning application stage.

## Education

*You said:* The County Council would expect the freehold of the land to be transferred prior to the commencement of development to ensure that the school can be delivered at an early stage.

We did: The freehold of the land will legal right of access will be transferred to the County Council before the start of the development in order to ensure the primary school can be delivered early.

## Community building

*You said:* There is difficulty in keeping existing community venues open and running. Why provide further community facilities rather than promoting existing ones?

We did: The proposed development is expected to result in an increased population of approximately 2,500 people. At the heart of the scheme will be the new primary school, community facilities and hilltop park concentrated together in the same area. Given the scale of the development this is needed and its accessible location in the heart of the urban extension will encourage walking and cycling rather than car movements.

## Green Infrastructure (GI)

*You said:* The proposals provide very little GI between the school and the current town centre. Surely this should be the area where the GI of the allocated land is sited. Why is there so much Green Infrastructure, as all of the adjoining areas to the development are green. The allotments, community facilities and composting scheme should all be on one site.

We did: The GI provision follows existing topography and natural features and provides connectivity of green areas across the site and into the wider countryside. It also provides for a range of open space types and recreation / leisure uses, sustainable drainage systems and wildlife corridors with a concentration at Rull Hill. The masterplan provides for allotments and recognises the potential for a community composting scheme.

## Gypsy and traveller pitches

*You said:* The area chosen would appear to be the best location for a gypsy and traveller site. However, it will need to be well designed for the purpose intended. Concern was raised about the provision of such pitches.

We did: The design of the gypsy and traveller pitches will be determined at reserved matters stage but will meet the required standards. There is a proven need for additional gypsy and travellers pitches as part of affordable housing and it is a planning policy requirement.

## Other comments

*You said:* Timescales and trigger points appear vague as they refer to stage progress and not timescales. What penalties are there for not meeting timescales?

We did: Whilst we can predict when the construction will commence or how long developers may take to build, it will in part be dependent upon the housing market and economy. The development is expected to be built out over 10 years. Over such a timescale, trigger points are more effective if they relate to stages in the process. The phased approach sets out what infrastructure will be provided, at what stage of the development.

## 6. The proposed masterplan identifies that the development is expected to come forward in 2 phases. Do you agree with the proposed phasing?

*You said:* The phasing is generally supported, except that residents of St George's View object to its use. Bringing the infrastructure forward early is essential for the town and any agreed phasing should be legally binding. All of the land required for the link road should have completed contracts before it even starts. Ideally the land should be purchased to avoid any one plot not becoming available. The increase in the trigger for the full link road from the occupation of 300 (in the previous version of the masterplan) to 500 dwellings before the completion of the link road is concerning and not apparently supported by evidence.

We did: The masterplan phasing will be taken into account at the planning application stage and will form the basis for planning conditions and legal agreements. Mid Devon District Council will have step in rights to access the money for the road in order to ensure its delivery if progress were to stall. The amendments to the triggers for highway infrastructure provision are necessary to achieve the road within 2-3 years. The build out of 500 dwellings is not expected until year 5-6. The 2-3 year timescale for the road equates to the build out of approximately 160 dwellings or less.

## 7. Any other comments about the draft masterplan?

### Community Health Garden

*You said:* A community health garden would be a great asset to the community for a number of reasons including health, education, social and environmental. This kind of initiative is vital for the future and in the best interests of patients.

We did: The masterplan has been amended to include land for a community health garden.

### Visual impact

*You said:* A large number of homes constructed will destroy the rural feel of the area. The development will have a large visual impact on Bradninch, but the provision of green areas and parks may ameliorate that. The boundaries of the hilltop park should be extended and any residential development near the park should be bungalows to avoid compromising the skyline. The visual impact at a high level on the steep slopes of Rull Hill and St George's View would appear inconsistent with existing development. The quality of the development must be controlled and should not be put up too cheaply and without adequate space.

We did: The masterplan sets out the vision for the development which includes broad areas for development and open spaces, including significant open space at the top of Rull Hill. Further design work will be done to identify character areas and set appropriate densities, scales and designs of dwellings. The masterplan sets out expectations for high quality design and includes design principles.

### Other comments

*You said:* The effect on the use of surrounding residential roads as short cuts by construction traffic and new residents should be considered.

Response: Construction management plans to reduce the impact of construction traffic will be conditioned as at the planning application stage.

# 1.8 Design Process

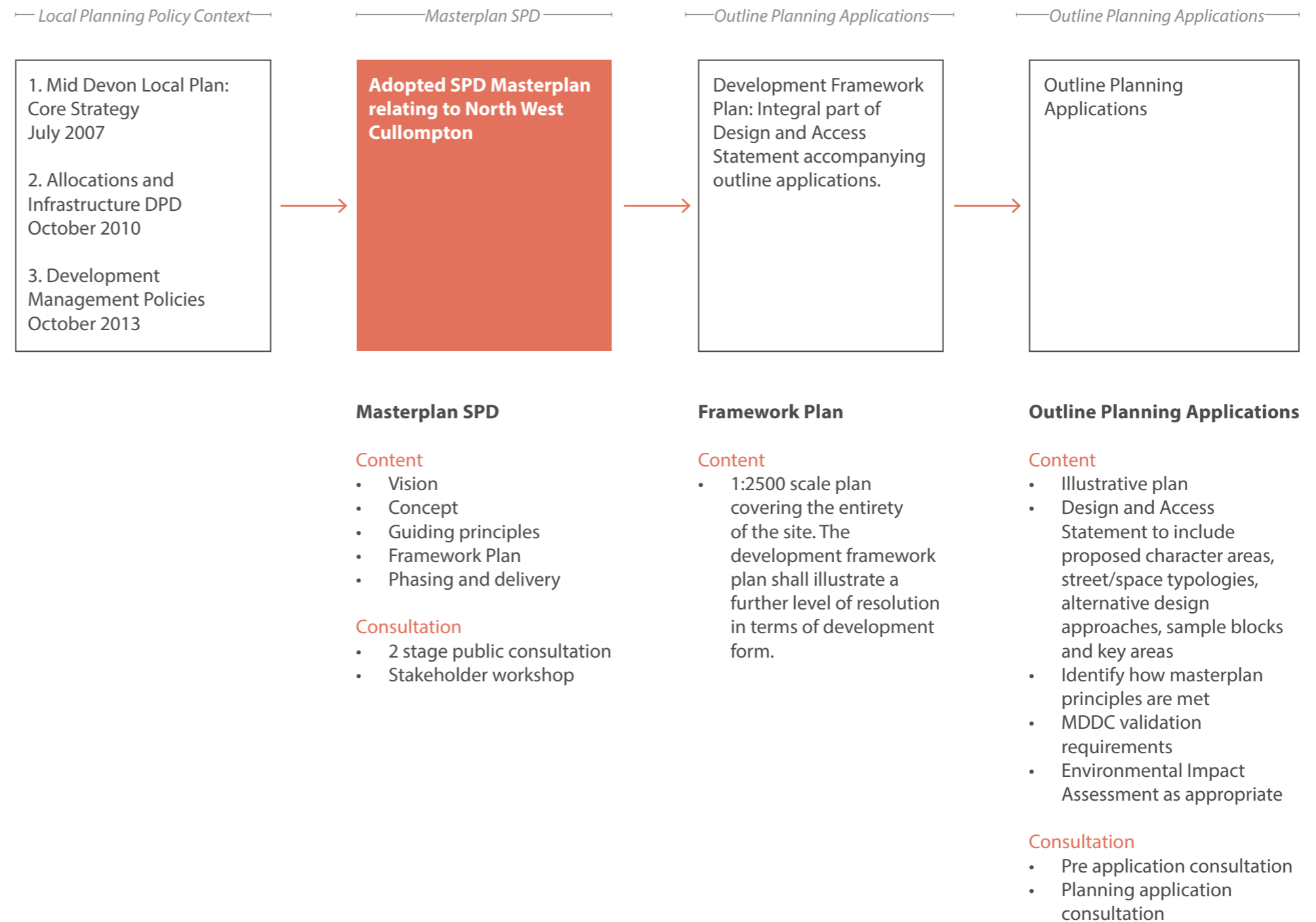
A clear design process that ensures continuity, a comprehensive approach to design, and a focus upon quality, is an important pre requisite of ensuring that a successful neighbourhood is designed and built. This will require attention and flexibility throughout the period of delivery.

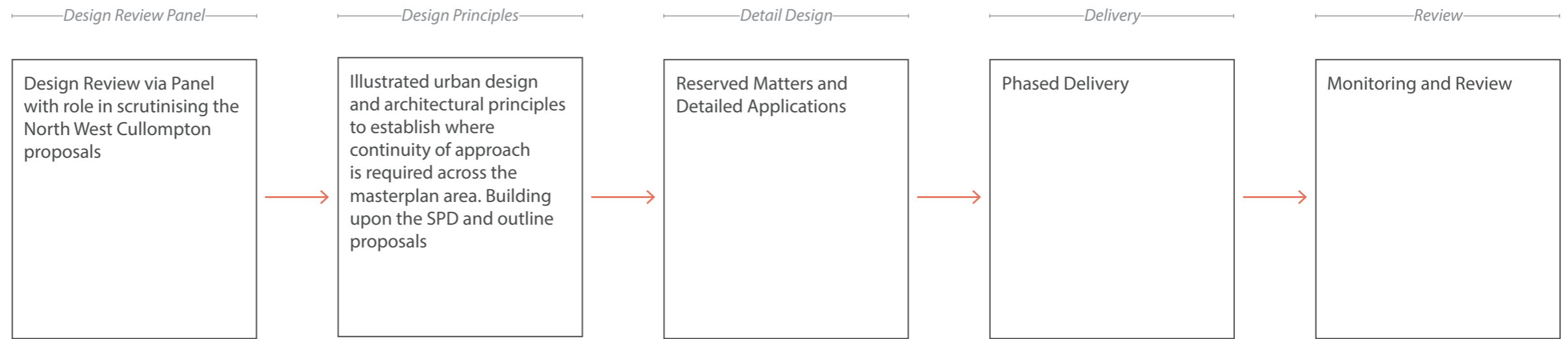
The design process outlined here proposes an approach for achieving these objectives and therefore a better foundation for securing a successful new place.

The preparation of more detailed design information comprising urban design and architectural principles prior to the submission of detailed proposals will ensure that there is a consistent approach to the design of key structuring elements across the North West Cullompton area. These elements will build upon the principles established in this document and come together to shape the overall character and appearance of the area. The detailed design information referred to above will not necessarily restrict variety if it is felt to be appropriate but will ensure that the area feels like an integrated community.

The involvement of an independent Design Review Panel in scrutinising the quality of detailed designs as they come forward, at one or more stages in the design process, will provide invaluable support to MDDC as they make planning decisions. MDDC will expect landowners and developers to follow the prescribed design process which is adopted as an integral part of this SPD.

The development framework plan will illustrate in greater detail the development form for the whole of North West Cullompton.





**Design Review Panel**

In order to ensure that the quality of design remains consistently high throughout the period of delivery it is important that the different stages in the design process are scrutinised by suitably qualified design professionals (e.g. The Independent Design Review Panel Devon).

Design review should have a role in overseeing the content of the design principles and in reviewing detailed development proposals to ensure that they are consistent with the objectives of policy and the SPD masterplan.

A Design Review Panel could be involved at various stages.

**Urban design and architectural principles - Illustrative content**

- Character analysis and identification of character areas
- Reinforcing the structure
- Block types and principles, parking, boundaries, public realm codes for character areas, architectural guidelines

**Consultation**

- Public Consultation
- Stakeholder workshop

**Reserved matters and full planning application**

**Content**

- Detailed design in accordance with MDDC validation requirements.
- Demonstration of compliance with policy, SPD masterplan, and the urban design and architectural principles.
- Environmental Impact Assessment (if required at this stage)

**Consultation**

- Pre application consultation
- Planning application consultation

**Phased Delivery**

To be developed in a number of phases in accordance with agreed phasing programme and delivery of community and transport infrastructure.

**Monitoring and Review**

Review effectiveness of design process to ensure that successful built development is being achieved. Adapt guidance as appropriate and in accordance with changing circumstances.

# Setting the Scene







Setting the Scene

## 2.0 About the Site

## 2.1 The Site and its Location

### Connections, Access and Movement

Cullompton is located towards the East of Mid Devon and lies just off Junction 28 of the M5, providing good links to nearby cities such as Exeter and Bristol. Other main roads include the A373 to Honiton and the B3181 to Exeter. It is approximately equidistant between Exeter to the south and Taunton to the north west. The proximity of the town to the motorway ensures that Cullompton has good access and as a result is a popular commuter town. The nearest railway station is at Tiverton Parkway - a short drive away.

*For full existing connectivity mapping see chapter 6.3.*

### The Town

The population of the town is approximately 8500. The town centre is popular, vibrant and has a distinct and cohesive historic character. There is a mix of retail in the town centre, with local shops along the high street. There are also two supermarkets in Cullompton.

A number of recent new residential developments have occurred in the town; furthermore, the Local Authority has indicated in the Local Plan that new housing is acceptable and has allocated land for this.

### Location of the Site

The location of the site to the North West edge of Cullompton has been identified as a suitable location for an urban extension of the town. The western boundary of the site is formed by hedgerows, the eastern, by Willand Road, the southern by hedgerows and development and Tiverton Road, and the northern by a stream.

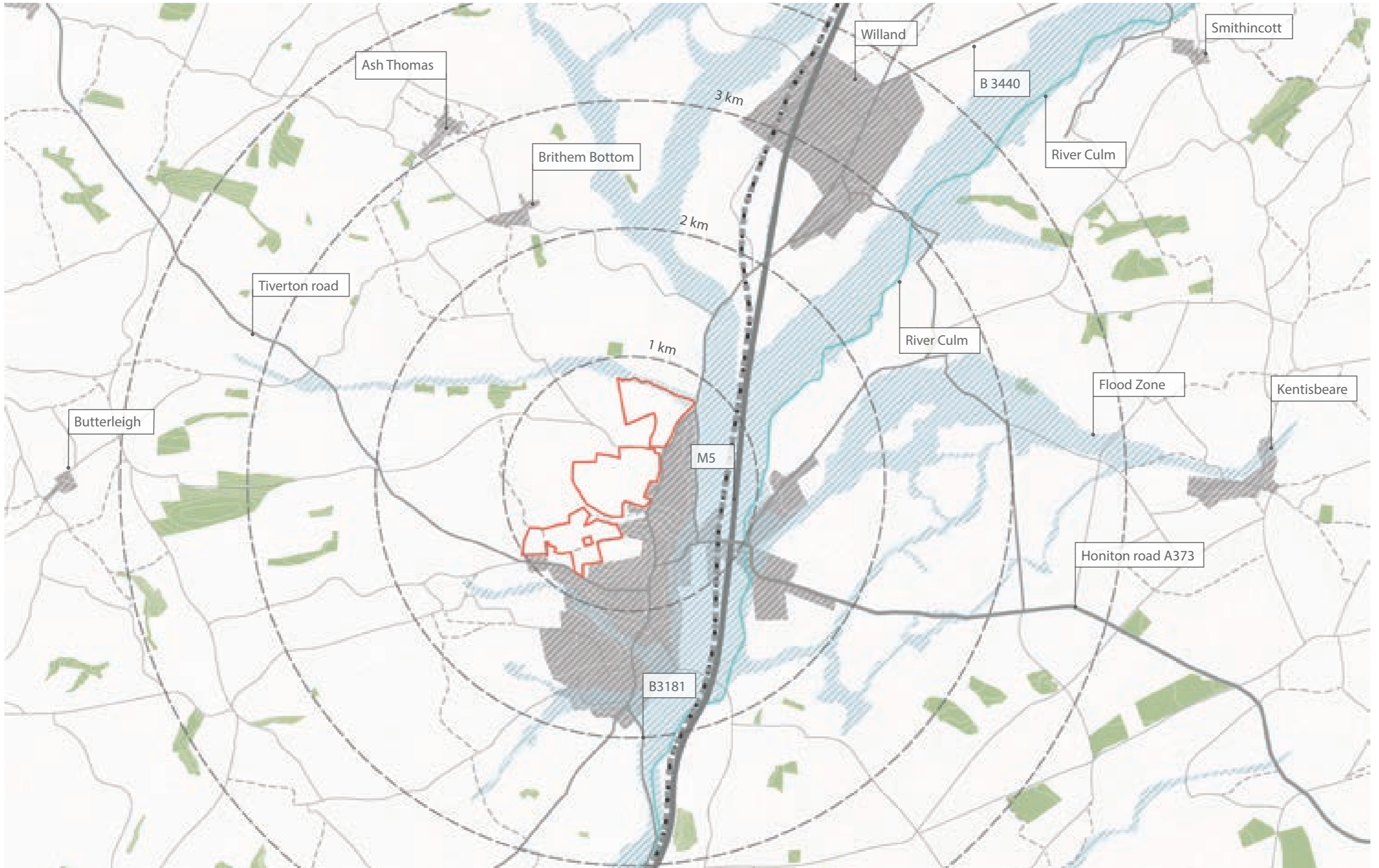
### Topography

The town of Cullompton sits roughly at 70m above sea level. The most notable elements of the topography around the site are three hilltops, the highest of which is Rull Hill that reaches 95m. St Andrew's Hill - an old Roman Fort - reaches 86m. These hilltops are visible from all directions making the site extremely visually sensitive.

*See chapter 6.6 for more details.*



Proximity to Surrounding Settlements



Location Plan



## 2.2 Land Control

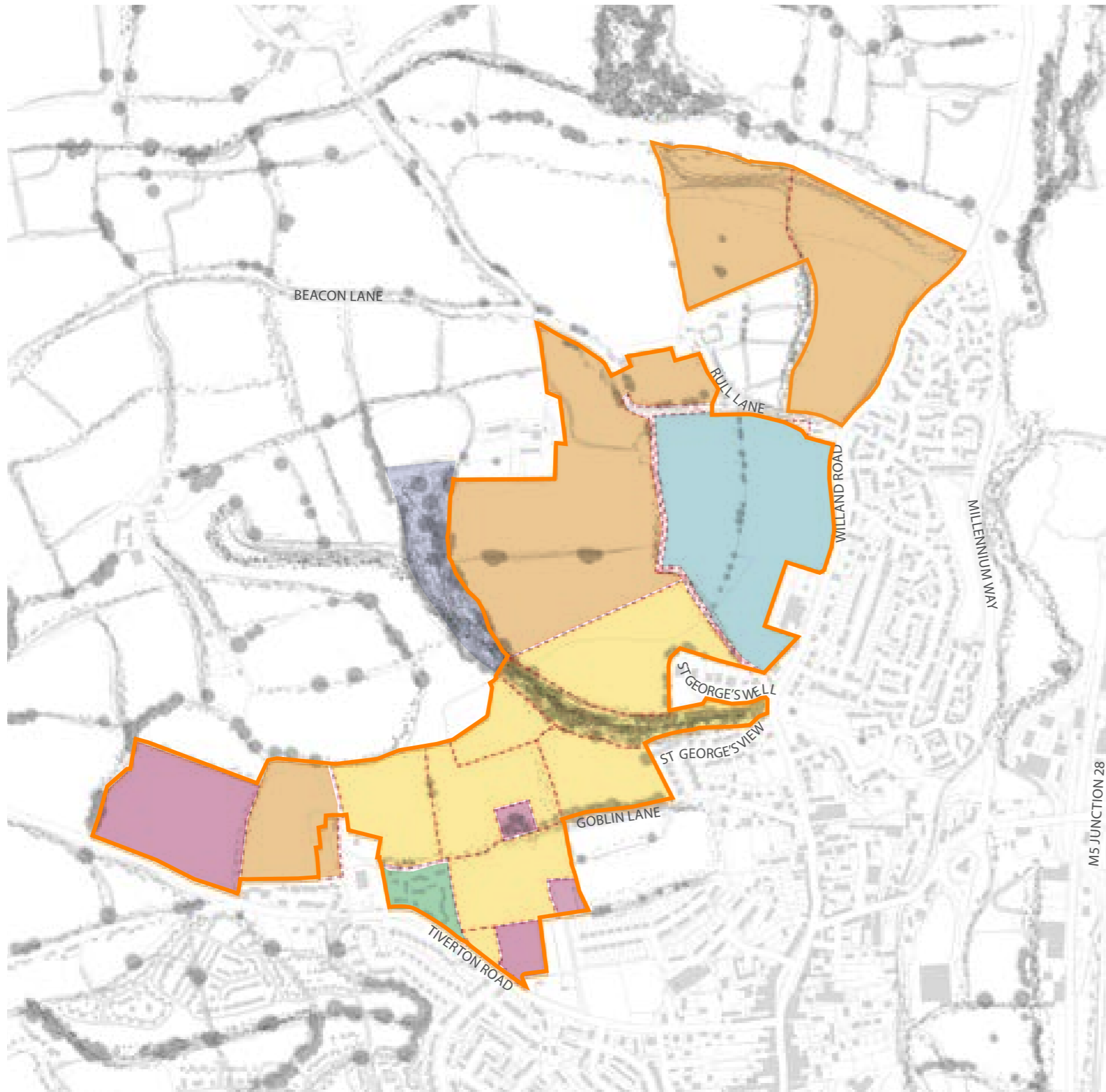
At the time of writing the site is split between a number of land ownerships. The land is also split between three land promoters: PM Asset Management, Codex Land, and Persimmon Homes.

The diagram to the right shows the extent of control of the three land promoters via agreements entered into with land owners.

Whilst the pattern of land ownership is diverse, the masterplan provides a framework within which each parcel of land can contribute towards the delivery of the wider whole. In order for this to be successful different land owners will need to have regard to the role of their land within the wider masterplan and the need to achieve a coordinated approach to the development and delivery of associated infrastructure. Vital to this is an integral approach to phasing and implementation of the development. Proposals for this are set out in Section 5.

In order to deliver a successful new neighbourhood for Cullompton, this document provides land owners and future developers with a clear understanding of what will be expected of them by MDDC when they prepare their proposals.

There are parcels of land within the allocation that do not fall within the control of the land promoters. These are parcels which have either already been developed, have been used for the cemetery extension, currently being used for allotments, or where the land owner has either not brought their land forward for development or participated in the masterplanning process. These areas (coloured in pink), have not been included in the framework plan (which can be seen in chapter 4.1).



Key

- Site Allocation
- - - Land Ownership Boundaries

Land Control

- PMAM
- Codex Land
- Area outside the allocation, but in the control of Codex land
- Persimmon Homes
- Other Ownership
- Housing Development (built)

Ownership and Land Control Plan



## 2.3 Site Constraints & Opportunities

Extensive, detailed surveys have been carried out, which have informed the masterplanning process. A summary of all the findings can be found in the appendix to this document.

The following constraints have been identified as they are of particular importance to this site and have the most significant impact upon the overall shape of the plan and amount of development that can reasonably be achieved.

### Topography

The visual impact of the site as a result of the three hilltops within and near to the site is something that will have to be addressed in detail through this masterplan and at the planning application stage.

The steep gradients surrounding these hills will require careful planning in order to minimise impact on the environment and to achieve acceptable gradients for housing, roads and footways.

*See chapter 6.6 for the existing topography and gradients.*

### Hydrology

About half of the site sits within a Critical Drainage Area where surface water runoff will need to be carefully considered at design stage so as not to increase flood risk elsewhere. The stream running through the land in between Rull Hill and St Andrew's Hill has a narrow floodplain, which must remain undeveloped.

*See chapter 6.8 for a hydrology constraints drawing.*

### Connectivity and Movement

The site is positioned with good access to Tiverton Road, the B3181 to Exeter and the M5. However, a north west link road with connections to Tiverton Road and Willand Road is required in order to minimise the impact of traffic on the town centre and to address air quality issues.

There are three bridleways running through the site that will be retained.

*See chapter 6.2 and 6.3 for the existing connectivity.*

### Ecology

The habitats on the site include stream and ditch corridors, mature trees and species rich hedgerows. A protected species survey found that bats, dormice, badgers and nesting birds can all be found on the site. Several hedgerows on the site are classified as ecologically important under The Hedgerow Regulations 1997 due to the presence of dormice.

These ecological constraints will be important in shaping the location, form and density of the development in relation to green infrastructure areas.

*See chapter 6.7 for the ecology surveys and existing site constraints.*

### Heritage

The site is located in an area of prehistoric and Romano British activity together with an Ancient Monument to the south on St Andrew's Hill. Early implementation of detailed archaeological investigation will allow any potential constraints to be identified and allowed for within subsequent planning applications. Any significant heritage assets identified by such investigation could constrain development. Design and layout will need to have regard to potential archaeological interest. There are also listed buildings in the vicinity of the site. The setting of heritage assets will also need to be taken into consideration. Consultation with Historic England will be required.

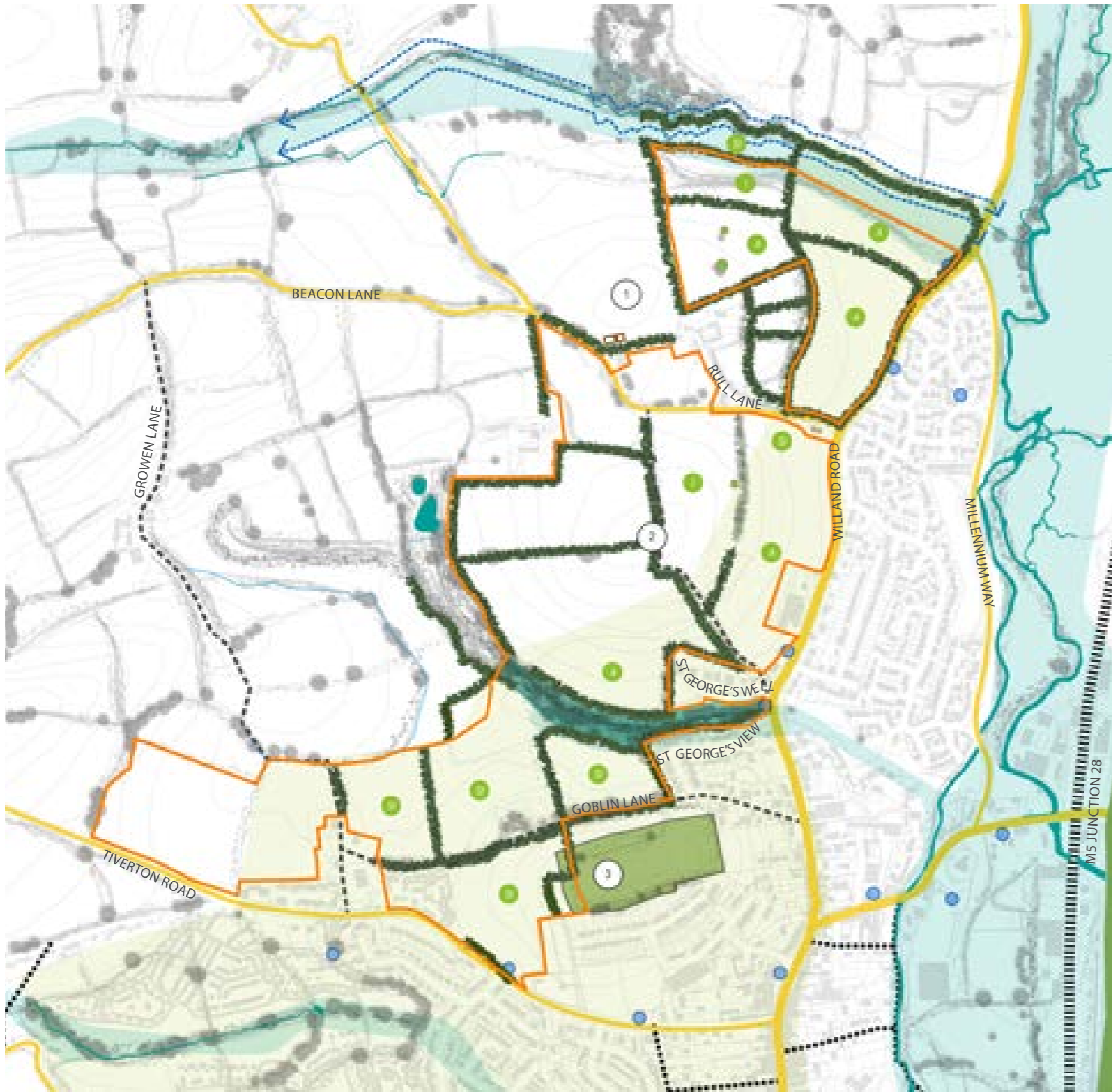
The setting of the new road in the landscape, boundary treatment and retention of natural features and existing screening will assist in the reduction of impact of the new development upon the setting of nearby heritage assets including nearby listed buildings at Growen Farm, Little Rull, Paulsland Farmhouse and those associated with the cemetery. The location and planning out of green infrastructure will also assist in reducing impact upon the setting of heritage assets. A comprehensive assessment of proposals upon cultural and heritage assets together with settings assessments will be required as part of the Environmental Statement supporting planning applications.

### Development Area

The planning policy allocation for the site identifies areas for development and areas for green infrastructure. The site constraints mean that the amount of development identified for the site will be difficult to achieve within this area. The ability of the development to provide the necessary infrastructure would most likely be compromised as a result. This masterplan provides an opportunity to reassess the boundaries between the development areas and green infrastructure in order to deliver 1100 homes and fund infrastructure. The requirement for 32 hectares of green infrastructure can still be achieved.

### Opportunities

Development of the site provides an opportunity to improve highway links on the northern side of Cullompton, connecting Millennium Way/ Willand Road and Swallow Way without going through the town centre to the benefit of air quality and helping to address congestion. The site will provide a range of community benefits including a new primary school and early years education provision. One of the key elements of the site is the potential for delivering 28 hectares of strategic green infrastructure to the benefit of not only new residents of the site but also residents of wider Cullompton. Affordable housing will assist in addressing housing need in the area.



- Key**
- Boundaries**
  - Site Allocation
  - Ecology**
  - Existing Hedgerows
  - Feature Broadleaved Trees
  - ←--→ Potential Habitat for Otters
  - Potential Bat Roosts
  - Site of Wildlife Interest
  - SI Poor Semi-Improved Grassland
  - I Improved Grassland
  - A Arable Land
  - Access**
  - Public Footpath
  - ■ ■ ■ Bridleway
  - Roads
  - Bus Stops
  - Flooding**
  - Watercourse
  - Flood zone
  - Critical Drainage Area
  - Landscape Features**
  - ① Rull Hill
  - ② Rull Hill
  - ③ St. Andrews Hill
  - Scheduled Ancient Monument

Constraints Plan



# Achieving a Quality Place







Achieving a Quality Place

## 3.0 Development, Vision and Concept

## 3.1 The Vision

**2040.** Living in North West Cullompton means being able to enjoy the best of both worlds: enjoying the best of Devon rural living, while also being close to the heart of Cullompton with its associated facilities, employment and leisure opportunities.

The rejuvenated High Street offers everything you would expect from a bustling Devon Market town but with excellent access onto the M5 means working in Exeter, Tiverton, Taunton and beyond is very convenient.

What really sets this place apart though is the large areas of parkland, leafy streets and pastoral feel to the place. The focal point being the primary school, park and community sports centre at Rull Hill.

The parks have community allotments, orchards and places for incidental play. Well connected foot and cycle paths connect town and country, maximising views to the surrounding countryside from the hilltop parks.

The hilltop parks are connected by wildlife corridors, rich in ecology and form an attractive and safe route to the local centre where you will find convenient shops and employment opportunities. From here access to the High Street and the rest of town is all within walking distance.



Precedent Images Capturing the Vision

## 3.2 Development Concept

### The Hilltop Concept

The concept layout for the site has been driven by the dominant landscape features across the site, namely the three hilltops. Parks situated at the top of these three hilltops will afford great views across the Culm Valley and beyond towards the Blackdown Hills. At these vantage points various community uses, a school, public open space and sports uses have been located. The parks are linked by a network of footpaths and cycle paths following the lines of the existing vegetation that is retained and enhanced to provide a key ecological habitat. Green infrastructure including public open space will create a green network connecting the neighbourhood together and will give it a distinct identity. The site is accessed by the link road that connects the Tiverton Road through to the Willand Road connecting the neighbourhoods and establishing a clear road hierarchy through the site. Development has been shaped around the green infrastructure set within a clear hierarchy of streets and spaces establishing their own character areas and identity.

### Development Concept

The concept layout for the new neighbourhood has three key components which has created the structure for successful place making and a compliant master plan (concept explained with diagrams on opposite page). These three key components are:

- Three hilltops and green infrastructure
- Access and permeability
- Development and place making

**A mixed use neighbourhood centre** – At the centre of the southern area, well connected and easily accessible by existing and new residents. The neighbourhoods centre will have a public space focused on the proposed link road with uses that could include shops a care home, bus stop and dedicated pedestrian links into town and out into the countryside.

**A new primary school** – The heart of the new neighbourhood will be at the top of Rull Hill around the school, community uses, and hilltop park. The school is well connected along the link road with dedicated pedestrian links from the Willand Road and surrounding residential areas. The proposed sports pitches, community orchards, allotments, children's play space and large areas of public open space will provide a healthy and active focal point for the wider area.

**Employment areas** – The employment areas are located in the north of the site to provide good access to the M5 and avoid bringing lorries into the residential areas, and at the local centre serving local needs. This site will provide much needed employment for the area.

**Public open space** – Public open space links all the various parts of the neighbourhood together and provide a visual and public amenity promoting sustainable transport within the area and a active and healthy life style. Sporting facilities, community uses, allotments, orchards, play spaces and public open space are all well connected by a network of footpaths and cycle paths. Existing vegetation has been retained and enhanced to improve the ecological potential of the site.

**Residential development** – Residential development is located around the three focal points of the site forming distinct character areas. Development is shaped to provide enclosure and definition to spaces where needed, at a density appropriate to its proximity to the neighbourhood centre and edge of settlement. A variety of housing types and styles and tenures should be provided helping to meet housing need and ensure that a balanced community is developed.



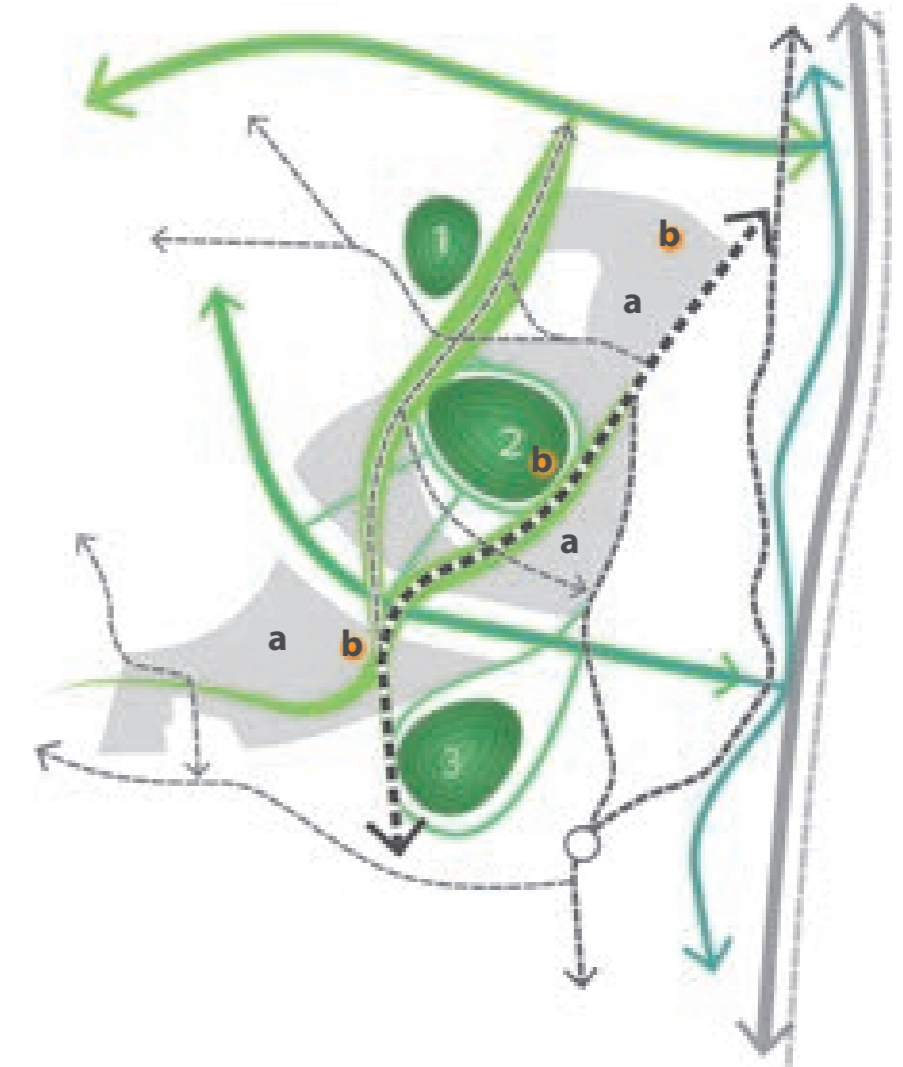
1. Three Hilltops and Green Infrastructure

- a. Parks are proposed at the top of the hills
- b. Parks are linked via green infrastructure, forming the key structure to the site.
- c. Connections are made into the existing green infrastructure on and around the site maximising ecological and hydrological potential



2. Access and Permeability

- a. A hierarchy of streets are introduced around the link road that connects the Tiverton and Willand Roads.
- b. Existing public rights of way are retained and connect into a permeable network of foot and cycle paths.



3. Development and Place Making

- a. Appropriate areas of development are introduced, shaped around the green infrastructure, minimising visual impact. Development is created within a clear hierarchy of streets and spaces establishing their own character areas and identity.
- b. Place making is reinforced with the introduction of the local centre, school and employment uses, creating a sustainable neighbourhood.



## 3.3 Guiding Principles

This section draws together the planning policy aspirations from the AIDPD and the key messages from the vision into a series of guiding principles informed by the development concept and from which the subsequent masterplan will be drawn. Any policies noted are from Mid Devon District Council's Allocations and Infrastructure Development Plan Document (AIDPD), January 2011.

The Guidelines set out are:

- A: Urban Design
- B: Movement and Transport
- C: Landscape, Open Space and Recreation
- D: Socially Equitable
- E: Economy and Employment
- F: Energy and Resource Efficiency
- G: Character

### Guiding Principle A : Urban Design - Placemaking and Quality Design

The development should be designed in accordance with best practice in urban design and should respond to guidance. Building for Life 12 and Safer Places criteria which remain relevant to creating attractive, liveable places that respond to their context.

#### **Site context: integrating into the surrounding**

##### A1 Connections

The scheme should integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site.

##### A2 Facilities and Services

The development should provide and have close links to community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés appropriate to the scale of the development.

##### A3 Public Transport

The scheme should have good access to public transport to help reduce car dependency.

##### A4 Meeting Local Housing Requirements

The development should have a mix of housing types and styles and tenures that suit local requirements and needs, ensuring a balanced

community.

#### **Creating a place**

##### A5 Character

The scheme should create a place locally inspired by the characteristics of Cullompton and its immediate surroundings with the aim of achieving a high quality environment.

##### A6 Working with the Site and its Context

The scheme should take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and micro-climate.

##### A7 Creating Well Defined Streets and Spaces

New buildings should be designed and positioned with landscaping to define and enhance streets and spaces. They should also be designed to turn street corners well.

##### A8 Easy to Find your Way Around

The development should be designed to make it easy to find your way around, through a good network of pedestrian, cycle, vehicular routes, and through nodal areas, such as the local centre, the school etc.

#### **Street & Home**

##### A9 Streets for All

Streets should be designed in a way that will encourage low vehicle speeds and allow them to function as social spaces.

##### A10 Car Parking

Resident and visitor car parking should be sufficient and well integrated so that it operates functionally whilst not dominating the character of the development.

##### A11 Public and Private Spaces

Public and private spaces should be clearly defined and designed to be attractive, well managed and safe with long term maintenance arrangements.

##### A12 External Storage and Amenity Space

Adequate external storage space for bins, recycling, vehicles and cycles should be provided.

#### **Safer Places**

##### A13 Access and Movement

The scheme should have well defined routes, spaces and entrances that provide for convenient movement without compromising security;

##### A14 Natural Surveillance

Proposals should ensure that all publicly accessible spaces are well overlooked;

##### A15 Ownership

The development should promote a sense of ownership, respect, responsibility and community;

##### A16 Physical Protection

The neighbourhood should include any necessary, well-designed security features;

##### A17 Activity

The scheme should be designed to ensure that the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;

##### A18 Management and Maintenance

The place should be designed with management and maintenance in mind, to discourage crime in the present and the future.

##### A19 Structure

The scheme should be designed to reduce the potential for conflict between different uses.

## Guiding Principle B: Movement and Transport

Policy AL/CU/2 sets out the requirements for transport provision to support the urban extension and specifies a series of enhancements including the provision of a new road suitable for buses linking Tiverton Road and Willand Road. The scheme will be required to ensure transport provision allows for accessibility for all modes of travel and will ensure pedestrian and cycle links both to/from the town centre and within the scheme itself. Existing public rights of way should be improved to aid accessibility. Bus service enhancements will also be required. One change is the lack of provision of a shared use path between Cullompton and Willand Road along the B3181 as requested in policy AL/CU/2. This is due to viability and difficulty in delivering it. With this exception, MDDC expects the requirement of this policy and the following guiding principles to be met.

### B1 Sustainable Travel

The scheme will have a network of movement corridors and connections with the existing town that ensures the promotion of sustainable modes of transport and the reduction of the need to travel by private motor car.

### B2 Walkable Neighbourhood

The structure of the development should create a well connected and walkable neighbourhood focused around a mixed use neighbourhood centre. This should include good pedestrian and cycle connections throughout the area and provision for public transport.

### B3 Street Hierarchy

The scheme should have a clear and legible hierarchy of streets and spaces to respond to different travel and movement needs.

### B4 Linking to Existing Areas

There should be strong links and connections between the existing community, adjacent neighbourhoods, Cullompton town centre and the new community.

### B5 Pedestrian Routes

Where appropriate streets should be designed to provide pedestrian priority. Provision should be made to enhance pedestrian connections.

### B6 Cycle Routes

Provision should be made to enhance connections and the ability to travel by cycle.

*For existing movement and transport maps see chapters 6.2 and 6.3.*

### Allocations and Infrastructure Development Plan Document (AIDPD), Mid Devon District Council, January 2011

#### Policies relevant to Movement and Transport that the masterplan adheres to:

Policy AL/CU/1 (p. 105 of the AIDPD) North West Cullompton

*A site of 74.8 hectares to the North West of Cullompton is allocated for mixed-use development, subject to the following:*

*c. Transport provision to ensure appropriate accessibility for all modes.*

Policy AL/CU/2 (p.107) Transport provision

- a. Provision of a network of streets linking to the existing highway network, including a through route suitable for buses linking Tiverton Road to Willand Road;*
- b. Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;*
- c. Cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;*
- d. Provision of a shared use path between Cullompton and Willand along the route of the B3181;*
- e. Creation of footway and a shared use link along Millennium Way to allow access to retail and industrial estates;\**
- f. Implementation of Travel Plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts.*
- g. Bus service enhancements within, into and out of, the mixed use urban extension;*
- h. Bus service enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton.*

\*Policy currently requires the creation of a footway and shared use link along Millennium Way. The development will make contributions to necessary and justifiable improvements to the Millennium Way and Willand Road to be agreed with the Local Authority . It is expected that this will be tested at the planning application stage.

*An element of this policy has been identified as likely to be unviable due to the limitations of viability and ability to deliver:*

Policy AL/CU/2 (p.107) Transport provision

- d. Provision of a shared use path between Cullompton and Willand along the route of the B3181;*

Due to the limit in viability of providing these access links, alternatives have been explored such as the upgrading of Willand Road between the termination of the new link road and the town centre.



*Photo looking down the High Street in Cullompton*

## 3.3 Guiding Principles

### Guiding Principle C: Landscape, Open Space and Recreation

Policy AL/CU/3 sets out policy requirements for green infrastructure including open space, sports and recreation provision and environmental protection and enhancement to support the scheme. The proposal seeks to provide at least 28ha of green infrastructure including hilltop parks, sports and recreation, children's play areas together with community orchard and allotments. The extension of the cemetery is no longer being provided through the development scheme and it has been secured separately by the Town Council. Delivery of the green infrastructure is addressed in section 5.3 and 5.5. With the exception of the cemetery extension, MDDC will expect the requirements of policy AL/CU/3 and the guiding principles to be met.

#### C1 Existing Character

The structure of the development should be shaped around the existing character and features of the landscape, reinforcing the qualities of the neighbourhood. Green infrastructure and open spaces should include information on the history of the area.

#### C2 Enhancing Existing Environment

Development should protect and enhance existing important fauna and flora across the site.

#### C3 Strong Story for Green Infrastructure

Development should ensure that landscape and open space is integrated into the new community, and is used to connect the various parts of the neighbourhood together, creating strong green links and corridors into the wider landscape. Existing public rights of way should be improved to aid accessibility.

#### C4 Multifunctional Green Infrastructure

The landscape and green spaces should be multi-functional, incorporating water attenuation (SUDS), food growing (allotments and orchards), informal, formal and children's play and recreation (including sports pitches).

#### C5 Management

Provision should be made for appropriate management regimes to be put in place to ensure ongoing maintenance and stewardship of the landscape areas and SUDS.

*For existing green space conditions see chapter 6.7.*

#### Allocations and Infrastructure Development Plan Document (AIDPD), Mid Devon District Council, January 2011

##### Policies relevant to Green Infrastructure that the masterplan adheres to:

Policy AL/CU/1 (p. 105 of the AIDPD) North West Cullompton

*A site of 74.8 hectares to the North West of Cullompton is allocated for mixed-use development, subject to the following:*

*d. Environmental protection and enhancement.*

Policy AL/CU/3 (p. 109) Environmental Protection and Green Infrastructure

*a. Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;*

*b. An area of 28 hectares for strategic Green Infrastructure, laid out and managed with an appropriate mix of public parkland, open space, landscaping and potential local nature reserve and including an extension to the cemetery;*

*c. Areas of equipped and laid out public open space, totalling 0.7 hectares of equipped children's play, 2.8 hectares of sports pitches and 0.7 hectares of allotments;*

*d. Protection and enhancement where possible of all existing Public Rights of Way;*

*e. Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;*

*f. A strategic landscaping and tree planting scheme to mitigate landscape impact, enhance biodiversity and the character of development and capture carbon;*

*g. Detailed archaeological investigation and measures to record, and where necessary, protect the archaeological interest of the site through appropriate design, layout and mitigation;*

*h. Design solutions which respect the settings of Listed Buildings within and adjoining the site.*





## Guiding Principle D: Socially Equitable

This development will provide an extension to the existing town of Cullompton that needs to respect the wider town and the wider surroundings of the site. It should be designed to be equitable, balanced and fair.

### D1 Employment and Community Uses

In the new neighbourhood there should be access for all to employment and community uses. A 1 hectare site will be provided for community uses and employment floorspace will be provided on site. Devon County Council advised that a dedicated youth support satellite unit is no longer required, but such services could be run from the community centre.

### D2 Primary School

There should be access for all within the development to nursery and primary education. This should include 210 primary school places and 52 early years education places. This should be within a site of 2.1 hectares. Wider opportunities should be available for secondary, further and adult education.

### D3 Health

In the new neighbourhood there should be access for all to health facilities, either within the community or within easy reach.

### D4 Usable Green Infrastructure

Open space and landscape should be an integral part of the new community. Opportunities for food growing, safe walking and cycling, sports and play should be available to everybody.

### D5 Housing Mix

The new neighbourhood should have a suitable balance and distribution of housing comprising homes of all types and tenures including; affordable housing (policy target 35% subject to viability) intermediate (shared equity) and social rented and at least 5 pitches for gypsies and travellers.

### D6 Integrating with Existing Communities

The neighbourhood should be designed so that it respects and integrates positively with existing communities and so that they share the benefits.

*For existing facilities and amenities see chapter 6.4.*

### Allocations and Infrastructure Development Plan Document (AIDPD), Mid Devon District Council, January 2011

#### Policies relevant to community and social issues that the masterplan adheres to:

Policy AL/CU/1 (p. 105 of the AIDPD)

- a. 1100 dwellings with 35% affordable housing\* to include at least 5 pitches for gypsies and travellers;
- e. Community facilities to meet local needs arising;

Policy AL/CU/4 (p. 111) Community Facilities

- a. A site of 2.1 hectares for a new primary school at no cost to the Local Education Authority;
- b. A site of 1.0 hectares for youth, children and other community uses.
- c. Construction costs for a 210 place primary school;
- d. Provision for an additional 52 places at the new primary school for early years education;
- e. Provision of a community building and an Integrated Youth Support Services satellite unit.

\* the percentage of affordable housing is subject to viability



## 3.3 Guiding Principles

### Guiding Principle E: Economy and Employment

Policies AL/CU/1 and 6 set out a requirement for 40,000sqm of light industrial (B1) or other suitable employment floorspace to be provided during the plan period and phased in relation to the delivery of the housing and infrastructure. The amount of floorspace identified in the policy was considered too high in the Mid Devon Employment Land Review 2013. This recommended reducing the employment floorspace on this site to 10,000sqm in order to avoid over-supply in a single location and provide more flexible, wider opportunities elsewhere. In addition this will assist in overall development viability and infrastructure provision by maintaining levels of residential land. The masterplan therefore rebalances employment provision on this site. With the exception of amount of floorspace, MDDC will expect policy requirements for employment and the guiding principles to be met.

#### E1 Visibility and connections

The scheme should integrate into its surroundings by reinforcing existing connections and creating new ones; ensuring employment land is located to give businesses the best chance of success. The scheme should provide accessible employment land in a high quality environment.

#### E2 Facilities and services

The employment land should be located (or be close to) residential areas, community facilities and amenities in the neighbourhood centre as well as being well connected to services in the wider town.

#### E3 Public transport

Employment land should be positioned so that businesses will be directly linked to the new and existing communities in order that people can walk, cycle and use public transport to get to work.

#### E4 Meeting local employment requirements

Enterprises in the scheme should where possible support existing business and the wider Cullompton economy helping to meet local requirements and need. The scheme should provide a varied range of employment opportunities from different sectors and at different scales.

#### E5 Character

The employment area should create a place that is locally distinctive and complements the wider scheme and its surroundings.

#### E6 Working with the site and its context

Employment land should be located on land that is generally flat to ensure that the larger floor plates of buildings can be accommodated satisfactorily from an environmental and viability perspective.

#### E7 Car parking and servicing

Car parking and servicing arrangements should be sufficient and well integrated so that it operates functionally whilst not dominating the character of the development.

#### E8 Creating well defined streets and spaces

New employment buildings shall be designed and positioned with landscaping to define and enhance streets and spaces. They should also be designed to turn corners well.

#### E9 Legibility

The employment areas should be designed to make it easy to find your way around (legibility).

#### E10 Streets for all

Streets should be designed to take account of all transport modes and servicing and access requirements within an attractive street setting.

#### E11 Public and private spaces

Public and private spaces should be clearly defined and designed to be attractive with well managed and safe service areas.

#### E12 External storage and amenity space

Adequate external storage space for bins, recycling, vehicles and bicycles should be provided.

#### Allocations and Infrastructure Development Plan Document (AIDPD), Mid Devon District Council, January 2011

##### Policies relevant to Employment that the masterplan adheres to:

Policy AL/CU/1 (p. 105 of the AIDPD)

b. 40000 square metres of B1 or other suitable employment floorspace.

The Mid Devon Employment Land Review recommends a reduction in the amount of employment at North West Cullompton from 40,000 sqm to 10,000 sqm. (GL Hearn, 2013, *Mid Devon Employment Land Review*, p81.)

### Guiding Principle F: Energy, Resource Efficiency and Air Quality

Policy AL/CU/1, 5 and AL/IN/6 set out requirements for carbon footprint reduction and air quality. Carbon reduction and low emission strategies will be required together with air quality assessment and mitigation. These issues are interlinked and will require a comprehensive approach covering construction and operational phases of the development. An Air Quality Management Area for Cullompton was designated in 2006 and an Air Quality Action Plan prepared which identifies measures to reduce air quality problems in the town centre, particularly through the provision of a town centre (eastern) relief road, the funding for which will be by developer contribution subject to agreement with MDDC.

It is anticipated that reduced carbon levels will be achieved across the site through a combination of enhanced building fabric and provision of site renewables where appropriate. Policy currently requires 15% (rising incrementally to 20% by 2020) of the energy to be used in the development to come from decentralised on site renewables and/or low carbon sources (subject to viability). MDDC expects these policy requirements together with the guiding principles to be met and comprehensively considered.

#### F1 Maximising Solar Access

Development layout and massing should be designed to maximise solar access for domestic properties - allowing passive heating and maximising natural day lighting.

#### F2 Renewable Energy

Streets, blocks, plots and buildings should be designed to maximise the ability for renewable energy technologies to be introduced. This can be achieved for example by providing south facing roof slopes, large south facing gardens and larger windows on the south facing elevations.

#### F3 Solar Control

Consider the design of streets and buildings to enable passive solar control - avoiding summer overheating and permitting the benefits of solar gain in winter.

#### F4 Fabric Efficiency

Better buildings - buildings should be designed with high standards of fabric efficiency to reduce the requirement for space heating.

### F5 Energy Efficiency Controls

Consider the introduction of energy efficiency controls so that they are user friendly and can operated as they are intended by residents. For example provision of solar hot water.

### F6 Water Management

A water management strategy should be put in place across the scheme that ensures that SUDS and attenuation ponds are provided reducing flood risk and retaining run off within the site.

### F7 Water Harvesting

Water harvesting and reuse opportunities should be incorporated where possible.

### F8 Drainage

Opportunities to provide permeable surfacing of streets and landscape should be maximised.

### F9 Minimising CO<sub>2</sub> Emissions

Scheme wide initiatives to minimise CO<sub>2</sub> emissions within the new and existing communities should be considered as part of a planning application together with the provision of associated infrastructure.

### F10 Waste Recycling and Treatment of Waste

The scheme should be designed to reinforce the importance of waste recycling and the efficient treatment of waste.

### F11 Sustainable Travel

The masterplan should be designed and delivered to ensure that residents and employees are encouraged to travel in the most sustainable ways. This should be achieved by distributing land uses, residential densities, public transport, pedestrian and cycle routes and community facilities in convenient and inter- related locations. Planning applications will need to address these issues and submit a comprehensive travel plan. Electric vehicle charging points should be incorporated. Proposals should also consider a wide range of green travel initiatives. This may include the provision of a car club scheme.

### F12 Air quality

Development layout and connections should be designed to encourage sustainable travel via walking, cycling and public transport in order to reduce motor vehicle use and associated emissions.

#### Allocations and Infrastructure Development Plan Document (AIDPD), Mid Devon District Council, January 2011

##### Policies relevant to Environmental Issues that the masterplan adheres to:

Policy AL/CU/1 (p. 105 of the AIDPD)

*f. Carbon reduction and air quality improvements;*

Policy AL/CU/5 (p. 113) Carbon Reduction and Air Quality

*a. Renewable and low carbon energy generation to provide a significant proportion of the sites energy use;*

*b. Measures to ensure that residents, employees and businesses are encouraged to travel in the most sustainable fashion, including Travel Plans, information, car clubs, lift sharing and infrastructure for low emission vehicles;*

*c. Measures to encourage the sustainable treatment of waste;*

*d. Measures to manage the impacts of construction.*

*e. Off-site tree planting;\**

*f. Energy improvements to existing buildings;*

*g. Other measures to capture or mitigate carbon emissions and air quality impacts from development.*

\* the masterplan provides 32.8ha of usable green infrastructure including strategic tree planting.

## Guiding Principle G: Character

The scheme will be an extension to the existing town of Cullompton and as such it is important that its character and appearance is derived from this context. The development will need to take its inspiration from the character of the locality. During the design process, the Council will expect character analysis of the site, its surrounding and Cullompton itself in order to identify what features are locally distinctive and what should be reflected in the development. The Council expects the design and access statements at planning application stage to demonstrate an understanding of context, local character and explain how these are reflected in emerging proposals. A key document for this analysis will also be the urban design and architectural principles to be submitted in advance of reserved matters/detail application.

The challenge is to create a scheme that is inspired by the best of the past together with the site and its surroundings and yet is relevant to today's requirements. This means creating a place with suitable densities, guided by sustainable design principles and responsive to the character of the site and locality.

Structuring elements of the scheme will be informed by future character analysis. At this stage it is likely that these will include: a united and cohesive layout; making the most of natural contours and features; a green and leafy open character; a clear overall structure to streets and spaces; views to the surrounding countryside; retention of existing routes; open spaces and recreational areas; exiting trees and hedgerows; landscaped streets; rural character towards edge.

# Achieving a Quality Place





Achieving a Quality Place

## 4.0 Creating the Structure

# 4.1 Masterplan

## Masterplan

The Masterplan provides a spatial representation of Cullompton's new neighbourhood – a physical illustration of how the character areas, streets, parks and open spaces, land uses and transport corridors could be arranged in order to ensure that the vision, concept and guiding principles are delivered in the right way.

The plan is designed around a number of structuring elements that will define the quality and sense of place of the scheme. These are shaped and knitted together by the guiding principles.

### Terms of the masterplan

The plan is illustrative and as such is designed to provide guidance about the quantity and location of different land uses as well as where key connections should be made throughout the scheme. The plan is intended as a flexible tool so that the shape of different aspects of the scheme can be designed in many ways to respond to different circumstances. The precise position and alignment of routes, shape of blocks, streets and open space will of course vary from what is illustrated in the plan.

## A sustainable settlement

The plan has been shaped so that it provides a suitable foundation for achieving a sustainable development form. This is manifest in a number of the key characteristics of the proposed neighbourhood:

- The land uses are distributed so that the local centre and employment area are in easy walking distance of housing;
- The local centre will be well served by buses as it sits next to the proposed link road;
- A school and community facilities are at the heart of the neighbourhood, also served by buses;
- Housing is arranged in different densities with the highest along the new link road and lowest furthest out, near the open countryside;
- Opportunities are provided for community food production close to home in the form of allotments;
- Play, sports pitches and attractive parkland areas provide the basis for a healthy lifestyle;
- Proposals to enhance biodiversity throughout the plan area are numerous;
- Sustainable water management is proposed utilising land to the west of the allocation;
- Streets, plots and open spaces have been designed to maximise the potential to utilise sunlight and daylight positively in the design;
- The site is in a sustainable location that is well connected to the wider community of Cullompton and beyond.
- Opportunity to consider the provision of an extra care housing scheme close to the local centre to meet the needs of housing for the elderly.

## Community Facilities

The plan consists of two main areas of community facilities: firstly, a local centre, and secondly an area containing a primary school, a community building, and playing pitches. The local centre would be an important focal point for life in the area, intended to provide for daily needs through uses that could include, a café, bar, hair dressers, hot food takeaway, a convenience store, some smaller scale employment opportunities, new homes and public open space.

With a combination of town houses and apartments, the residential density in close proximity to the local centre would be in the region of 40 - 50dph. The local centre would also be a hub for bus services into the town centre.

The school, community building and nursery/crèche, and playing pitches would be located in a second focus point, along the proposed link road. In this location it will provide good links to the countryside, and to the existing health-centre along Willand Road. It will also be located closely with main areas of public open space. Whilst there is need for a 420 place primary school, 275 places are expected to arise from this development and be funded from it together with 26 early years spaces.

The development proposal in North West Cullompton offers an opportunity to harness significant health benefits, both for future residents, and for visitors to the site. This SPD acknowledges the importance of healthy and active lifestyles through the provision of sporting facilities, community uses, allotments, orchards, play spaces and public open space connected by footpaths and cycleways. However, in order for the health and active lifestyle aspects to be planned effectively, health impact assessments should be submitted as part of any future planning application. These assessments would need to inform the Design and Access Statements and the Urban Design and Architectural Principles documentation.

Active design principles incorporated into the masterplan approach include access for all, walkable communities, connected walking and cycling facilities, co-location of community facilities, network of multifunctional greenspace, high quality streets and spaces, management and maintenance.



Framework Plan

Key

- A M5
- B B 3181
- C High Street
- D St Andrew's Primary School
- E Goblin Lane
- F Willand Road
- G Rull Lane
- H St George's View
- I St Andrew's Estate
- J Cullompton Health Centre
- K River Culm
- Residential
- Employment
- School
- Gypsy and Traveller
- Open Space
- Attenuation pond
- Allocation boundary (development)
- Allocation boundary (GI)

Urban interventions

- 1 Local Centre
- 2 Primary school with sports pitches
- 3 Community facilities + nursery/crèche
- 4 Road linking Willand Road to Tiverton Road
- 5 Improve pedestrian connectivity to town centre
- 6 Improvements to Willand Road
- 7 Employment
- 8 Homezones
- 9 A clear hierarchy of streets and spaces
- 10 Community changing rooms
- 11 Gypsy and Traveller site
- 12 Sports pitches with changing rooms
- 13 Pedestrian access to school and medical centre
- 14 Improvements to existing paths
- 15 Vehicular access from St George's View (temporary). Closed to vehicular traffic once link road is completed.

Landscape interventions

- 16 Pedestrian and cycle links to Rull Lane
- 17 Attenuation ponds on and off site
- 18 Pedestrian and cycle connections throughout the site
- 19 Green Infrastructure (GI)
- 20 Green Links to the hilltops
- 21 Sports and recreation areas
- 22 Children's plays areas and multi-use games area (MUGA)
- 23 Community Orchard
- 24 Community Allotments
- 25 Hilltop Parks
- 26 Access onto St Andrews Hill
- 27 Access to allotments
- 28 Community health garden



## 4.1 Masterplan

### Walkable neighbourhood

The residential community has been designed so that all homes are in easy walking distance of the local centre, other community amenities and facilities and in turn to the wider town. Most homes are within 800m or a 10 - 15 minute walk of the local centre, school, and employment opportunities on the north of the site, as well as to local allotments, parks, play areas and orchards. There are safe and attractive parkland and green street and lane walks linking residential streets to all amenities and public transport facilities. The plan ensures that there is good connectivity into Cullompton town centre, via cycle, pedestrian and bus routes. The plan sets out to promote the walking, cycling, and the use of public transport ahead of car use.

An important structuring element of the walkable neighbourhood is that the local centre, school, and employment areas at the heart of the new community have strong and easy connections to the surrounding parts of Cullompton, the town centre and the surrounding countryside.

The overall design of the masterplan is based around a series of design principles that seek to create a new neighbourhood that has a contemporary character and appearance but fits in with the existing fabric of Cullompton. Whilst the plan is designed around modern requirements and standards (including making the most efficient use of land for the provision of new homes) and takes account of sustainability objectives; it also seeks to establish a firm foundation for a place that is green, leafy with generous private gardens, making the most of sunlight and natural daylighting, and creating opportunities for community recycling, composting and food production.

The plan has been designed so that all of the developed areas have an easy, safe and attractive relationship with the beautiful surrounding Devon countryside.

### A hierarchy of streets

The masterplan illustrates a clear hierarchy of streets, lanes, tracks, footpaths, bridle paths and public open spaces that connect the local centre and employment area with the surrounding residential areas, and in turn, to the parkland that forms an integral and defining part of the new community.

Clarity in the hierarchy of street types is important as it establishes a richer townscape and landscape that is easier for people to orientate within (find their way around). The resulting plan is permeable; providing lots of choices for pedestrians, and legible; creating memorable and recognisable public spaces.

### Changes in density

Changes in density are an important structuring element that contributes to the sustainability of the settlement, reinforces the sense of place of character areas across the neighbourhood, and ensures that there is a variety and balance of housing types throughout.

In general, the neighbourhood is designed so that the highest density residential areas are closest to local facilities, the school, employment opportunities and public transport services, and the lowest density areas are furthest away. In response to this simple strategy, the neighbourhood has been designed assuming that densities in the neighbourhood centre would be about 40 - 50dph and that densities would reduce outward towards the parkland to densities of around 20dph in some edge of neighbourhood areas in the southern section of the site. Many of the intermediate housing areas would comprise residential streets with densities of between 25 and 40dph. The average density of the whole site would be 36dph.



## The hilltops

The green infrastructure (GI) has been designed to sit on and wrap around the hilltops. The proposed development then wraps around the GI. The GI will provide a defining characteristic of the neighbourhood and for this reason the masterplan has been designed so that the residential communities feather out into it at a lower density and are intertwined with it.

The GI would have the character of a country park providing a landscape resource comprising; wetland areas; woodland areas; retained veteran trees; new tree planting in streets, open spaces and in the parkland; flat landscaped areas on top of the hills and steeper areas falling away from the hilltops; attenuation ponds and other SUDS features; allotments and orchards throughout the parkland providing easy access from all parts of the community; formal and informal play areas at different scales – including a NEAP (Neighbourhood Equipped Area for Play), LEAPs (Locally Equipped Areas for Play) and LAPs (Local Areas for Play); new sports pitches; enhanced biodiversity; and retained ecology and enhanced hedgerows.

Some areas of the GI will feel remote from housing and others will be overlooked directly. The new green spaces will provide a fabulous resource for the community and the town, as well as a beautiful setting.

## Making the Most of Local Features

The masterplan has been designed so that the new place is responsive to the specific character of the locality. There are many features of the site that have been incorporated into the masterplan to ensure that the new community is established out of the character and qualities of the existing place. The proposal will also need to respect the existing dwellings around St George's Well and St. Andrew's Hill as well as more scattered rural properties in the area around the site.

Establishing a new community of the scale that is proposed can be a challenging process involving significant change – ensuring that there is some continuity and that existing features of the landscape are maintained and respected is an important aspect of the plan.

Amongst other features, the plan has sought to work with; the setting of Paulsland Farmhouse, Little Rull and other listed buildings, the setting of existing houses and gardens around the area, the setting of the watercourse to the north of the site, the distinctive local landform of the site, the existing network of hedgerows and veteran trees, wetland areas, local archaeology including that on St. Andrew's Hill (Roman fort), adjacent farms and other homes, and existing lanes including Rull Lane, Beacon Lane and Goblin Lane.

## Local employment

The masterplan has been structured in order that an appropriate level of flexible commercial space is allocated; it is to be located in two places: the majority to the North of the site so it can be easily accessed from the M5 and Willand, and is visible from the main road, and a second element within the local centre. The mix of uses within the employment areas of the site will be considered carefully at the application stage in order to ensure that they do not undermine the vitality and viability of Cullompton Town Centre, but complement it.

Policy AI/CU/1 refers to B1 light industrial uses (such as offices) and other suitable employment floorspace. Suitable employment uses could include:

- **B1** (Business): a) offices, other than a use within Class A2 (Financial services) b) research and development of products or processes c) light industry
- **B8** (Storage & Distribution): use for storage or distribution centre

Additional elements of wider employment generating uses that could be considered:

- **A1** (retail): The retail sale of goods to the public: shops, hairdressers, undertakers, travel and ticket agencies, pet shops, sandwich bars, domestic hire shops, dry cleaners, internet cafés.
- **A2** (Financial & Professional Services): banks, building societies, bureau de change, professional services: estate agents, employment agencies etc.
- **A3** (Restaurants & Cafés): places where the primary purpose is the sale and consumption of food and light refreshment on the premises
- **A4** (Drinking Establishments): premises where the primary purpose is the sale and consumption of alcoholic drinks on the premises: public house, wine bar or other drinking establishment.
- **A5** (Hot Food take-away): premises where the primary purpose is the sale of hot food for consumption off the premises.
- **C2** (Residential Institutions): provision of residential accommodation and care to people in need of care, for example a nursing home
- **D1** (Non-residential Institutions): clinics, crèches, day nurseries, day centres, non-residential education & training centres, places of worship
- **D2** (Assembly & Leisure): area for indoor or outdoor sports or recreation.

## 4.2 Amount and Land Use (Land Budget)

The masterplan defines a new development that will establish a well-balanced community that is positively integrated with existing facilities in the town. The scheme will include:

### Residential

A mix of housing types and tenures including affordable housing at a variety of densities, associated community infrastructure, a minimum of five gypsy and traveller pitches will also need to be located within the site as part of the overall affordable housing provision. An appropriate proportion of affordable housing is to be agreed with the Local Planning Authority, subject to viability testing (the policy target is 35%). Whilst the average residential density is calculated at 36dph (giving circa 1120 units), housing will be developed at different densities across the area in response to site circumstances. The number of houses should be considered as a target that may be less subject to a more detailed understanding of constraints. The 1120 houses are over and above the 49 dwellings provided at Olympian Way.

### Employment

10,000sqm of flexible commercial space will be provided. This will include areas allocated at the north of the site, and areas within the local centre.

### Local centre

The local centre will provide flexible commercial space which could include uses/facilities such as a café, pub, convenience store and other local shopping, hairdressers and hot food takeaway. There are also opportunities for employment within the centre as well as residential on upper floors on a mixed use basis.

### Primary school and community building

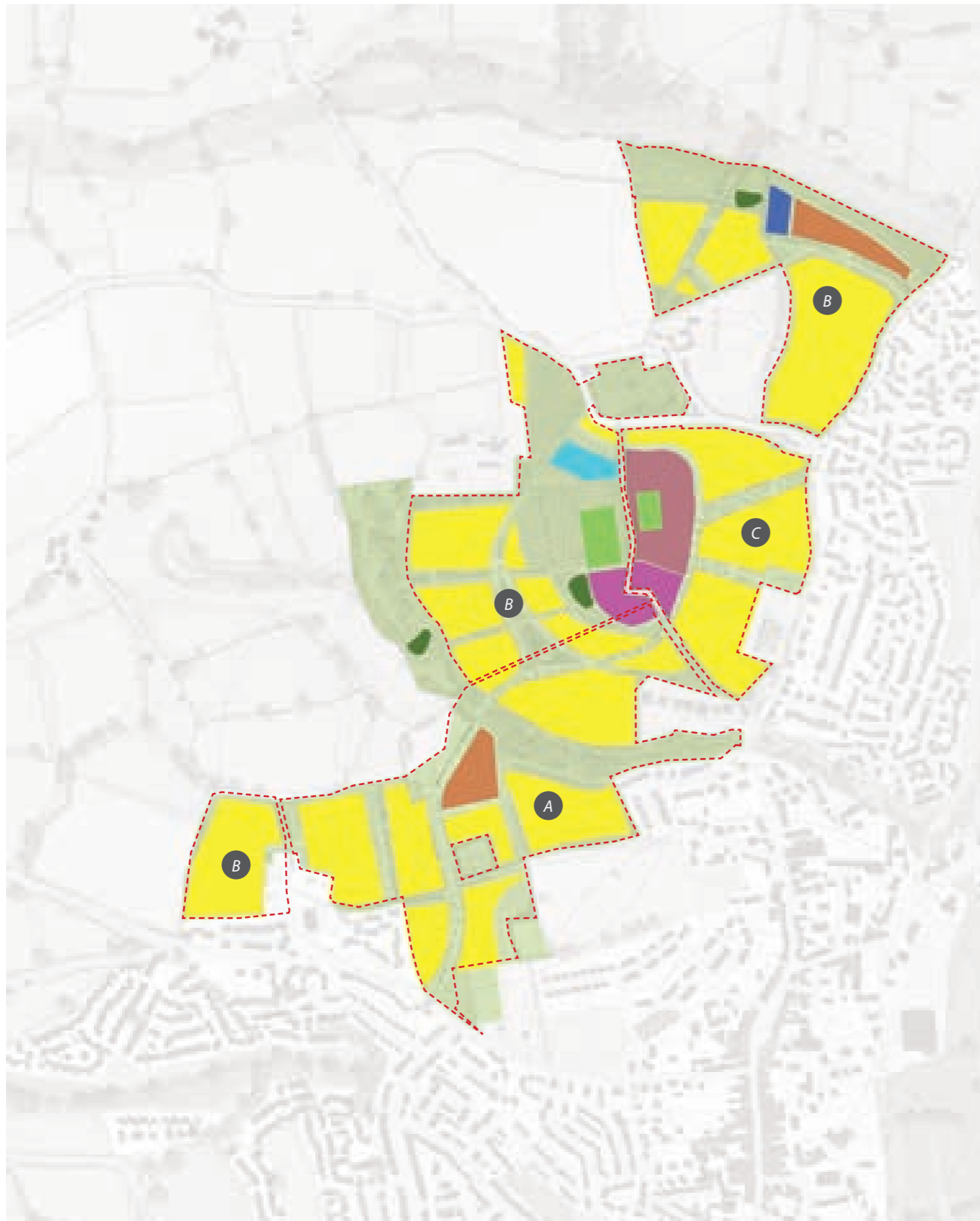
Primary school site of 2.1ha and mixed use community building. Uses / facilities within the community building could include a community hall, meeting rooms and a nursery/crèche. Recreation and play facilities will also be expected within the area.

### Green infrastructure

A new multi functional area of green infrastructure comprising - community orchards and allotments, informal publicly accessible areas, children's play areas, sports pitches, habitat areas and water attenuation ponds. Three playing pitches will be provided as part of the masterplan: one associated with the school, and one within the Rull Hill green infrastructure. Responding to feedback from the first round public consultation, provision could also be made for the third sports pitch off-site to supplement those intended on site in order to enhance existing sports facilities. The on site provision is therefore indicated at 2ha. In the event that off site provision cannot be secured, the amount of sports pitches on site will need to be reassessed.

	TOTAL (ha)	land in the control of		
		PMAM	Codex	Persimmon
<b>Gross Area (hectares)</b>	<b>70.33</b>	<b>24.10</b>	<b>35.26</b>	<b>10.97</b>
Residential (net developable area in hectares)	30.56	11.33	14.22	5.00
Total houses circa @36dph	1120	408	512	200
Employment including Local Centre (hectares) <i>(policy target amended from 40,000sqm to 10,000sqm)</i>	1.8	0.85ha (4000sqm floor space)	0.95ha (6000sqm floor space)	0
Community Centre (hectares) <i>(policy target 1ha)</i>	1	0	0.6	0.4
Primary School (hectares) <i>(policy target 2.1ha)</i>	2.1	0	0	2.1
Gypsy and Traveller Sites (hectares) <i>(policy target at least 5 pitches)</i>	0.46	0	0.46	0
<b>Total Developable Net Area (hectares)</b>	<b>35.46</b>			
Green Infrastructure (hectares) <i>(policy target 28ha)</i>	31.40	10.44	18.09	2.88
Allotments (hectares) <i>(policy target 0.7ha)</i>	0.7	0	0.7	0
Equipped Areas of Play (hectares) <i>(policy target 0.7ha)</i>	0.7	0	0.7	0
Sports Pitches (no.) <i>(policy target 2.8ha)</i>	2	0	2	0
Link Road Infrastructure (hectares)	2.07	1.48	0	0.59
<b>Total Non Developable Area (hectares)</b>	<b>34.87</b>			

Land Budget Table



- Residential
- Employment and Local Centre
- School
- Community
- Gypsy and Traveller Sites
- Green Infrastructure
- Playing Pitch
- Allotments
- Equipped Play Areas
- Land Control Boundaries
- A PM Asset Management
- B Codex Land
- C Persimmon homes

Land Use

## 4.3 Densities

### **Residential**

In order to create different character areas within the site and to reduce walking distance from facilities and services and promote more sustainable travel choices, a range of densities are proposed. Whilst an average of 36 dwellings per hectare has been used to calculate the number of dwellings, an outline planning application will have to look at the housing areas in more detail and specify densities for different character areas. These different densities will respond to specific site circumstances, e.g. edge of site will have a different density to along the link road, the existing topography, minimising visual impact, etc.

The number of houses specified in this document (1120 houses) should be considered as a target that may be less subject to a more detailed understanding of constraints.

Generally, and as illustrated on the plan opposite, a higher density should be adopted around the local centre, along the link road, Willand Road and Millennium Way, as well as any other major roads within the site. This density could be between 40 and 50 dwellings per hectare.

Housing on the edges of the site, or around the proposed green infrastructure areas should be less dense, around 20 to 25 dwellings per hectare. This will help give the feel of a rural edge to the development and softens its margins.

Between the upper and lower density areas, development will be closer to the overall site average of 36 dwellings per hectare.

### **Local Centre**

The local centre may also incorporate elements of residential use. This location will lend itself to consideration of flats/apartments, particularly on upper floor(s). Due to proximity to facilities, services and public transport, residential density in this location will be at the upper end for the site overall.



- High Density (40 - 50 dph)
- Medium Density (32 - 38 dph)
- Low Density (20 - 25 dph)

Densities Plan

## 4.4 Movement

The strategy for the site for transport and movement is to encourage walking, cycling and public transport ahead of car use, whilst ensuring that the masterplan is pragmatic and designed to ensure that cars are catered for sensibly in the illustrative layout.

The masterplan is based upon walkable neighbourhood principles where all facilities are within easy reach of all houses.

A new link road will provide access through the development, linking Tiverton Road to Willand Road.

### Strategic transport proposals

Policy AL/CU/2 sets out strategic transport proposals that are required in support of the new neighbourhood. The masterplanning process has identified a number of interventions that need to be carried out to make the development acceptable and ensure that transport is properly managed on site and in the surrounding area.

This work has identified the need for:

- Link road including 20mph zones at the proposed primary school and the local centre. The design of these areas will need to be carefully considered and could include a shared surface arrangement;
- Provision of bus, pedestrian and cycle routes throughout the development;
- Cycle and pedestrian links to the town centre and nearby public rights of way;
- Bus service enhancements;
- New and improved off site pedestrian and cycle links including improvements to a wider green infrastructure network.

The requirements for implementation in accordance with agreed trigger points are set out in Section 5.

### Tiverton Road and Willand Road

The masterplan suggests traffic calming and environmental enhancement measures to improve transport management along Tiverton Road and Willand Road. These will be designed in more detail at the planning application stage.

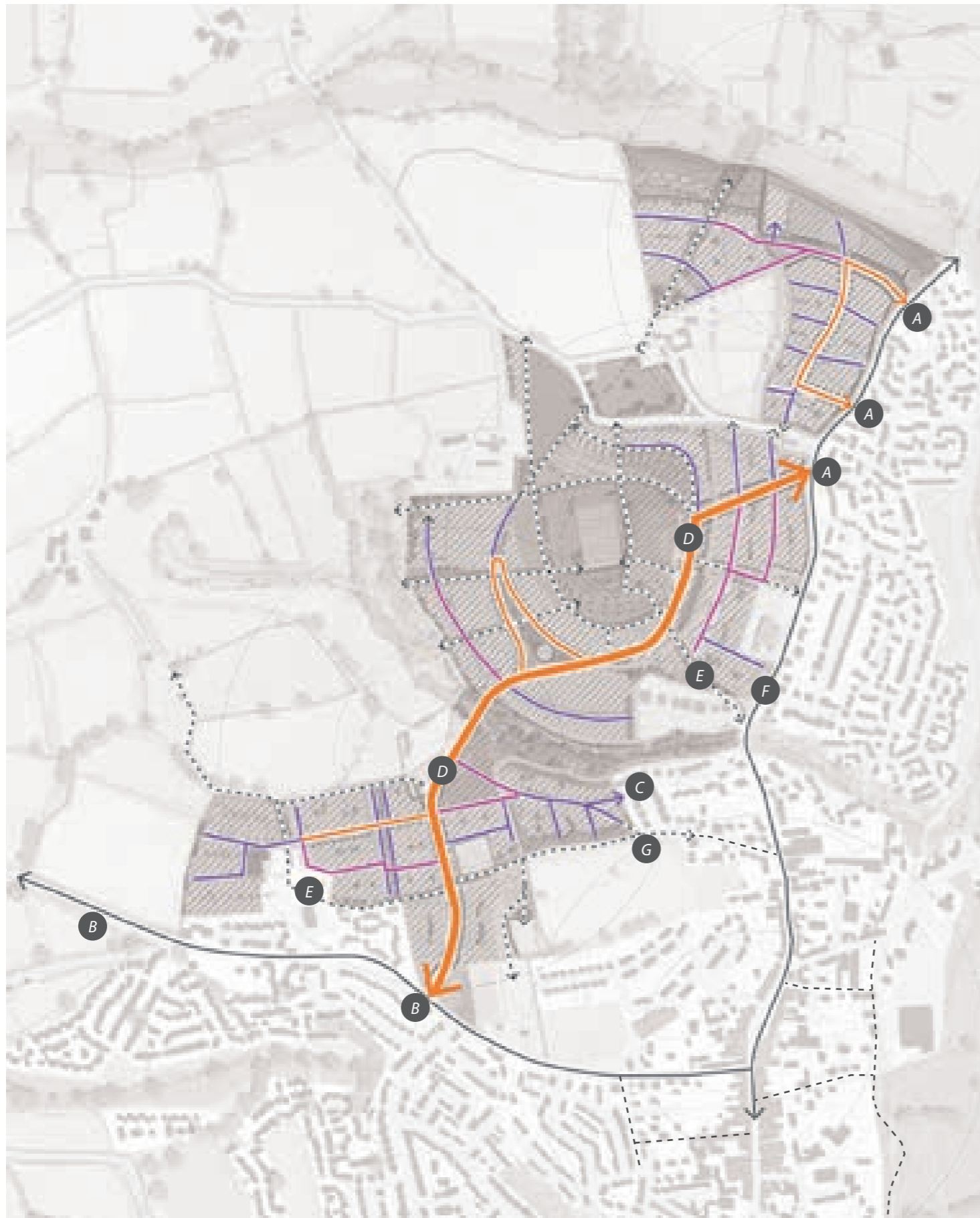
### Local connections

There are a number of new local connections and works that will help to link the scheme with its surrounding area and in turn the wider town. These will reduce the impact of the development and include:

- Enhancement and traffic calming along Willand Road to discourage through traffic from using a route through the town centre.
- Retention and upgrading of Goblin Lane as pedestrian and cycle access throughout the development.
- Temporary construction access from St George's View to be closed to vehicular traffic upon opening of the new link road. Pedestrian and cycle link could be retained. Traffic management measures are to be conditioned at the planning applications stage to reduce the impact upon existing residents.
- Pedestrian and cycle access to Rull Lane (indicated as tertiary routes on the diagram adjacent).
- Opportunity to provide vehicular access through to the existing allotments from the urban extension site to aid its accessibility and community use.

### Policy

There are a number of other policy requirements of AL/CUL/2, which MDDC will expect developments to bring forward as part of their proposals. These include improvements to walking, cycling and public transport provision, as well as travel plan implementation to reduce carbon footprint and air quality impacts. The council is also planning for the provision of a town centre (eastern) relief road to help relieve the town centre and improve air quality. The scheme at NW Cullompton will be expected to contribute financially towards the provision of this road. It is expected that this will form part of detailed negotiations at the planning application stage.



- A** New junction to B3181 Willand Road
- B** New junction to Tiverton Road
- C** Access from St George's View (temporary)
- D** Link Road
- E** Improvements to existing rights of way
- F** Enhancements to Willand Road
- G** Goblin Lane
- Existing primary route
- Link road
- Primary route
- Secondary route
- Tertiary route
- - - Footpaths and bridleways

Movement

## 4.5 Landscape and Open Space

### Green Infrastructure

The green infrastructure has been designed as a mix of open space, sport, recreation and community space. It is at the heart of the scheme, and used as a starting point for defining the development boundaries. Using the existing vegetation and landform, the green infrastructure has been shaped to create the key structuring element to the site. The green infrastructure creates key linkages across the site and defines the focal points of the scheme around the three hilltops. Within lies sports pitches, informal/ formal play areas, allotments, community orchards and public open space all accessed by a well connected network of footpaths and cycle paths. Existing vegetation, including trees and hedges, has been retained where possible and enhanced by additional tree planting, wild flower meadows and the creation of wetland habitats that will also help with site wide water attenuation.

As seen in the land budget table in chapter 4.2, there is currently proposed 32.8ha of green infrastructure land. The current allocation proposed 32.3ha of GI, however, does not take into consideration topography, existing hedgerows, trees, ecological areas, routes and other site constraints. Opportunity has therefore been taken to reorganise the boundaries between development area and green infrastructure as set out in relevant planning policies. The development area and green infrastructure locations have been recognised to achieve the requirements of planning policies, but help retain housing numbers and therefore the ability of the scheme principally to meet wider infrastructure requirements. For this reason the shape of the GI proposed is different to the allocation.

*The allocation boundaries can be seen in chapter 6.1.*

*Existing green space and ecology details can be found in chapter 6.7.*

### Strategic planting

There will be a number of areas of strategic planting across the allocated area. These include:

- Landscape buffer planting between existing and proposed housing;
- Strengthening of hedgerows and other landscape features and habitats;
- Areas of ecological mitigation.

The green infrastructure and public open space is proposed to principally provide the wider scheme with a parkland setting and will be a local landscape that has a variety of complementary recreational and ecological functions:

- A** Hilltop Park
- B** Green Links to the hilltops
- C** Enhanced biodiversity
- D** Attenuation ponds and other SUDS area
- E** Pedestrian and cycle connections
- F** Wetland areas
- G** Woodland areas
- H** Retained hedgerows and veteran trees
- I** Areas for informal recreation
- J** Community Allotments
- K** Community Orchards
- L** Formal and informal play areas - including a MUGA, NEAP, LEAPs and LAPS
- M** New sports pitches
- N** Community health garden





- Ⓐ Hilltop Park
- Ⓑ Green Links to the hilltops
- Ⓒ Enhanced biodiversity
- Ⓓ Attenuation ponds and other SUDS area, including off site attenuation
- Ⓔ Pedestrian and cycle connections
- Ⓕ Wetland areas
- Ⓖ Woodland areas
- Ⓗ Retained hedgerows and veteran trees
- Ⓘ Areas for informal recreation
- ⓵ Community allotments
- ⓶ Community orchards
- ⓷ Formal and informal play areas - including a NEAP, LEAPs and LAPS
- ⓸ New sports pitches
- ⓹ Community health garden
- ① Access onto St Andrews Hill
- ② Access to existing allotments

## 4.5 Landscape and Open Space

### A. Hilltop Park

The hilltop parks provide a destination parkland to serve the development and the wider community. Well accessed by dedicated pedestrian and cycle routes to the residential areas and town, the hilltop parks will provide large areas of public open space with opportunities for leisure, recreation, exercise, formal and informal play. Community and recreational uses have been grouped with the school to create a focus for the neighbourhood in conjunction with this area. Excellent views will be afforded across the Culm valley and beyond towards the Blackdown Hills.

### B. Green Links to Hilltops

The Hilltop Parks are well accessed via green links. These routes feature dedicated pedestrian and cycle paths that allow access to the parks and school facilities. It is envisaged that they are marked by swaths of native planting and trees with opportunities spaces for respite and social interaction along the way.

### C. Enhanced Biodiversity

By retaining the key existing vegetation on site and by introducing significant new areas of green infrastructure we can enhance the biodiversity of the area. Large areas of public open space will include a number of new habitats designed to benefit the indigenous flora and fauna found on site. New areas of woodland, wetland and meadows area proposed and combined with a planned maintenance program will continue to enhance the biodiversity for years to come.

### D. Attenuation ponds and other sustainable urban drainage system (SUDS) area

A fully integrated drainage scheme has been designed into the proposals. Fundamental to the success of the scheme the drainage scheme will provide a betterment to the current greenfield run off rates. A network of swales running along the contours will intercept the run off and transport it into attenuation ponds strategically located around the site. The scheme has been strategically designed in order to not increase wider runoff rates or risk of flooding elsewhere. Detailed design of surface water drainage will form part of the planning application stage.

### E. Pedestrian and Cycle Connections

The plan for transport and movement is to encourage walking, cycling and public transport ahead of car use, whilst ensuring that cars are catered for sensibly in the illustrative layout. The master plan is based upon walkable neighbourhood principles and a network of routes are proposed around the site connecting the residents of the wider area to the proposed facilities and back into town.

### F. Wetland areas

Wetland areas are proposed as part of the wider surface water attenuation scheme, alleviating flooding and enhancing the existing areas. A series of different wetland habitats will be created enhancing the biodiversity of the site.

### G. Woodland areas

Areas of woodland planting are proposed around the site, creating a lasting structure to the neighbourhood. Tree planting at the tops of hills is proposed to reinforce local landscape character and create landscape buffers to development. Woodland planting will also provide enhanced biodiversity and opportunities for leisure and recreation.

### H. Retained Hedgerows and Veteran Trees

Where possible hedgerows and trees will be retained to preserve the existing character and biodiversity of the site. The proposed green infrastructure of the site has been shaped around the existing trees and hedgerows to create a strong landscape led structure to the site.

### I. Areas for informal recreation

Within the public open space areas have been set aside for informal play. This could take the form of objects to climb, places to hide, open spaces to play and the opportunity for children to express themselves outside of formal play spaces.

### J. Community Allotments

Within Rull Hill park, community allotments are proposed. Allotments are in demand and provide an opportunity to promote sustainable living through the production of food, light exercise and social interaction.

### K. Community Orchards

Combined with the allotments, the community orchards will allow the residents to grow their own fruit. This will promote healthy living and social interaction and ensure the continuation of a long standing local tradition.

### L. Formal play areas - including a MUGA, NEAP, LEAPS and LAPS

Instead of distributing numerous play spaces throughout the neighbourhood the feedback we had from the local community was the desire for one meaningful centralised play space. Located in the Hilltop park next to the school, community building and sports pitch the play space will offer a variety of play equipment for different age groups. Well connected by foot and cycle paths this play space will form a valuable commodity to the surrounding neighbourhood. There is also opportunity to provide a multi-use games area (MUGA) at this location (specifically requested by the town Council).

### M. New sports pitches

Three sports pitches are proposed for the scheme. Centrally located on Rull Hill they will be easily accessible for the new neighbourhood and the wider community via a well connected network of footpaths. One pitch will be located within the school grounds and there would be the opportunity for shared use with the community at the weekend. The senior pitch will also have shared use of a car park with the community building and school to facilitate competitive matches. (The provision of the required third pitch off-site in order to supplement existing sports provision in the town would in principal be acceptable, if not preferable. This reflects community feedback from the first consultation phase.)

### N. Community health garden

A 0.1ha community health garden is proposed adjacent to the Medical Centre off Willand Road.



A. Hilltop Park



D. Attenuation ponds and other SUDS area



E. Pedestrian and Cycle Connections



F. Wetland areas



G. Woodland areas



I. Areas for informal recreation



J. Community Allotments



L. Formal and informal play areas



M. New sports pitches

## 4.6 Drainage Strategy

Surface water disposal for the development will adopt best practice and be based on Sustainable Drainage approaches. The CIRIA SUDS Manual C697 defines best practice advice on the planning, design, construction, operation and maintenance of Sustainable Drainage Systems (SUDS) so as to facilitate their effective implementation within developments.

The fundamental purpose of the SUDS is to ensure that any proposed solutions mimic the natural catchment processes as closely as possible, and in special circumstances (such as within parts of the Cullompton Critical Drainage Area, CDA) provide an improvement to peak runoff rates. A sustainable approach to drainage aims to provide both effective control of the rate and volume of runoff as well as ensure a suitable quality of surface water runoff.

This concept of mimicking and/or improving the natural catchment processes is fundamental to design of a successful SUDS scheme – it uses drainage techniques in series to incrementally reduce pollution, flow rates and volumes. The hierarchy of techniques that are considered in developing the drainage scheme are as follows:

1. Prevention – the use of good site design and site housekeeping measures to prevent runoff and pollution (e.g. sweeping to remove surface dust and detritus from car parks), and rainwater reuse/harvesting. Prevention policies should generally be included within the site management plan.
2. Source control – the control of runoff at or very near its source (e.g. soakaways, other infiltration methods, green roofs, pervious pavements).
3. Site control – management of water in a local area or site (e.g. routing water from building roofs and car parks to a large soakaway, infiltration or detention basin).
4. Regional control – management of runoff from a site or several sites, typically in a balancing pond or wetland.

The approach adopted recognises that the local geology is unlikely to be suitable for infiltration drainage – this being the most sustainable approach possible by restricting all runoff at source. The potential for soakaway systems will however be investigated for each phase of the development so as to allow use if proved practical in order to ensure best practice.

When soakaway drainage is not possible, the surface water strategy for the site is through the use of above ground surface water storage in attenuation ponds and basins, fed directly where practical by either swales (to provide additional quality treatment) or below ground positive surface water drainage networks. The strategy is for each development phase to provide its own surface water drainage solution wherever possible. Attenuation storage is to be designed to allow restriction of all site runoff to the existing greenfield rates up to the 1 in 10 year event and restrict all runoff for events in excess of this (up to and including the 100 year climate adjusted event) to this rate in order to provide a downstream betterment in terms of flood risk so as to meet the requirements of the Cullompton CDA.

### Glossary of terms:

**Critical Drainage Area:** Critical Drainage Areas (CDA) are catchments that are considered to have critical drainage problems, notified to the local planning authority as such by the Environment Agency. In a CDA, new development will need to reduce flood risks downstream, rather than just having just a neutral impact.

**Rainwater harvesting:** Rainwater harvesting systems collect clean rainwater in underground tanks. The rainwater captured can then be used for flushing toilets, washing clothes, watering the garden, and washing cars etc. resulting in a reduction (as much as 50%) in the amount of mains water used within the home.

**Soakaways:** Soakaways are features that are designed to direct surface water to ground where infiltration rates permit. They usually comprise a square or circular excavation that is either filled with rubble or lined with



brickwork, pre-cast concrete or polyethylene rings/perforated storage structures surrounded by granular backfill.

**Infiltration and detention basins:** Infiltration basins are vegetated depressions designed to store surface water run-off and to encourage such water to infiltrate into the ground. Detention basins are features designed to store excess surface water volumes generated by the controlled release of flows to the surrounding surface water network (natural or man-made). They also facilitate some settling of particulate pollutants so can improve water quality prior to controlled release. Detention basins can be designed to be dry under normal conditions and as such can also function as recreational space.

**Balancing ponds and attenuation ponds:** Balancing and attenuation ponds are features designed to store the additional volume of water generated by controlling (attenuating) surface water runoff to a specified maximum discharge rate. Any flows in excess to the maximum allowable rate are retained within the ponds. They also facilitate some settling of particulate pollutants prior to controlled release. The ponds are normally designed to be permanently wet.

**SWALE:** Swales are linear vegetated drainage features in which surface water can be stored and/or conveyed. They can be designed to allow infiltration, where ground conditions allow, and provide water quality improvement through the capture of suspended solids.



- A** St. George's Well
- B** Rull Hill
- C** Rull Lane
- D** Link Road
- E** Willand Road
- F** Ecologically important area
-  SUDS pond
-  SWALES

Drainage Strategy

## 4.7 Character Assessment

The masterplan can be sub divided into areas that have a distinctive character of their own and which will come together to define the wider whole. Whilst it is important that the scheme has a continuity and definable sense of place, the different areas of the masterplan respond in different ways to their particular role and location within the development. This SPD does not look at these areas in detail as it is a level of detail which will be expected to be seen as part of an outline planning application. The diagram on the next page identifies three important character areas along the link road, which will need to be considered in more detail prior to planning applications, through urban design and architectural principles, and in more detail at planning application stage itself.

### Design approach

The proposed character areas are intended to form the foundation for more detailed guidance that will be prepared as part of a coordinated design approach for the new neighbourhood set out in 1.7 design process and Guiding Principle G: Character. This design approach elaborates on the structuring principles that are illustrated in this SPD to ensure that there is a consistent approach to design across the whole area and that individual character areas reflect to their particular role, function and distinctive position within the neighbourhood.

The character areas should take into account the existing landscape, ecological and topographical characteristics of the site. As such they will be quite different, ranging for example, from the local centre near the base of the hills, by St. George's Well, to the green infrastructure on Rull Hill. Residential densities and therefore the character and appearance of housing areas will graduate across the site as shown in chapter 4.3.

The highest densities will be at the heart of the local centre and along the link road, and lower densities on the edges of the site allowing the built form to feather into the landscape at the edge of the development.

The design process and additional design work required in chapter 1.8 should use these character area principles as a starting point for more

detailed guidance together with developing a clearer understanding of local building traditions and characteristics of the surroundings of the site and Cullompton itself.

### Link Road

The link road is an important aspect of the scheme, and should be designed to reflect the varying character of the land that it passes through. There are areas where the link road will be surrounded by housing, but other areas where it will be surrounded by green space. The different sections of the link road need to be considered in detail.

Various focal points (nodes) are proposed along the link road. These provide interest along the road, and within the development. These nodes need to be looked at in further detail as part of the design process. The three nodes identified at this stage are: the local centre, the school, and Rull Hill.

### Local Centre

The local centre is located in the valley between the two hilltops: St. Andrew's Hill and Rull Hill. This area is proposed to house employment as well as being a local centre for the development. The local centre is to be designed as an important focal point for life in the area.

It will need to be highly accessible with good pedestrian and cycle connections and form a high quality, attractive location incorporating a range of uses together with public space to interact socially within a landscape setting. Ground floor uses should create variety and vitality, while remaining flexible. Upper floors could accommodate residential uses and appropriate employment uses.

With a combination of town houses and apartments, the residential density here would be in the region of 40 - 50dph. The local centre would also be a hub for bus services moving along the link road and into the town centre.

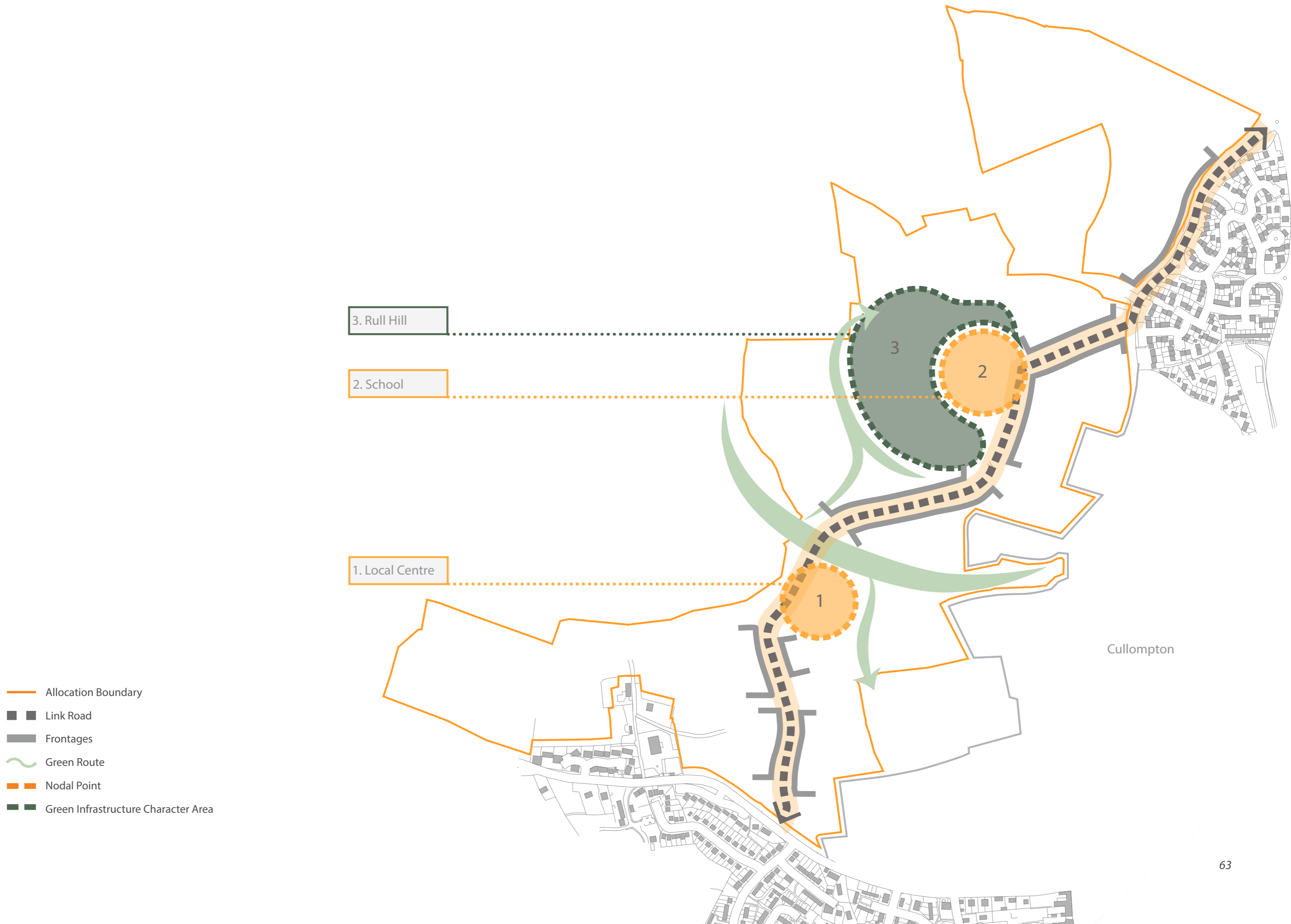
### School and Community Centre

The school, as well as the community building and playing pitches would be located in a second focus point along the proposed link road. It will provide good links to the countryside, but also to the existing health-centre along Willand Road and beyond that to the town centre. The school and community centre are to be within a highly accessible location and on a public transport route. This area will need to be carefully designed to create an integrated community hub of complimentary uses within an attractive and high quality setting.

### Rull Hill

The majority of the green infrastructure has been designed to sit on and wrap around Rull Hill. This is another key character area, as it provides the biggest community use in the development, with allotments, playing pitches, play areas, orchards, etc. Development is proposed to wrap around this GI in order to provide for an active frontage onto the green spaces, as well as natural surveillance. This will provide a defining characteristic of the neighbourhood and for this reason the masterplan has been designed so that the residential communities feather into it and are intertwined with the green areas of Rull Hill.

The character areas, including the residential development, have not been analysed in any detail at this masterplan stage. Further design work will be needed to address this at planning application stage.



- Allocation Boundary
- Link Road
- Frontages
- Green Route
- Nodal Point
- Green Infrastructure Character Area

Cullompton

# Achieving a Quality Place







Achieving a Quality Place

## 5.0 Delivering the Place

## 5.1 Infrastructure Planning and Delivery

### Approach to infrastructure planning and delivery

Policy AL/CU/6 of the Allocations and Infrastructure Development Plan Document states that a phasing strategy will be required to ensure that the development and infrastructure come forward in step, minimising the impact of the development, yet taking account of the need for development to remain viable. It further states that the phasing requirements of this policy should be taken into account and any variation from them carefully justified. It sets out policy expectations for the phasing of employment and housing, green infrastructure, highway improvements, bus service enhancements, transfer of land and funding for the primary school.

Since the adoption of this policy, further studies and consultation with both statutory bodies and the wider community have taken place. These have resulted in the need to reassess the triggers and sequence of infrastructure delivery set out in the policy. For example the policy requires the occupation of no more than 400 dwellings before the transfer of the primary school land. Due to the extent of the pre-existing need for primary provision in Cullompton, in addition to that which will arise from the development, the transfer of accessible and serviced school land, to the Education Authority (Devon County Council), is now proposed prior to first occupation of any dwellings.

At the same time as the Local Plan, the Council had considered a Community Infrastructure Levy (CIL) charging schedule, a way to raise funds for infrastructure projects via developer contribution. The North West Cullompton urban extension is a strategic development site and will be expected to have large infrastructure costs which will be funded via developer contributions. On this site, together with the Council's other strategic sites, it is proposed to achieve this via Section 106 agreements rather than CIL. External funding sources to assist with the delivery of infrastructure will also be identified.

An understanding of the likely number of planning applications to be received for the urban extension as a whole will be important due to the limit on the ability to pool S106 contributions for the site's infrastructure

delivery. No more than five S106 agreements may be entered into for the funding or provision of an infrastructure project or type of infrastructure. The Council will therefore expect the scheme as a whole to be delivered with no more than five outline or full applications.

In compiling a list of infrastructure in relation to this allocation, the Council has had regard to the infrastructure tests set out in section 122(2) of the Community Infrastructure Levy Regulations which state that it must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fair and reasonably related in scale and kind of development.

The success of the masterplan will ultimately be judged by what is delivered and the approach taken to delivery will therefore be key. It is essential that the development is taken forward in a co-ordinated and cohesive manner with the bigger picture clearly in mind, in this way the overall vision and aims of the area can be achieved. Important to the consideration of each planning application or phase will be that it does not prevent or inhibit other areas of the site to be delivered. The site must therefore be approved on a comprehensive basis.

### Allocations and Infrastructure Development Plan Document (AIDPD), Mid Devon District Council, January 2011

#### Policies relevant to phasing:

Policy AL/CU/6 (p. 117) North West Cullompton Phasing

*Development shall be subject to the following:*

- Provision of affordable housing will be in broad step with the market housing at a ratio of at least 1 affordable dwelling per 2 market dwellings;*
- Provision of serviced employment land in step with housing, at a rate of at least 1 hectare per 100 occupied dwellings;*
- Occupation of no more than 100 dwellings before the transfer of the Green Infrastructure to the local authority with necessary financial support;*
- Occupation of no more than 300 dwellings before the implementation of bus service enhancements;*
- Occupation of no more than 300 dwellings before the opening of a 'through route' linking Willand Road to Tiverton Road;*
- Occupation of no more than 400 dwellings before the transfer of land for a primary school with necessary funding to the Local Education Authority.*

See table on page 75 for proposed trigger points

## 5.2 Housing Delivery

### Assumptions around the rate of housing delivery

The Allocations and Infrastructure Development Plan Document sets out an expected year on year trajectory for the provision of housing. On this site it is anticipated delivery of the first 12 units in 2017-18 rising to 75 units per year between 2018 to 2020, rising to 150 units per year by 2020 to 2026 reducing to 38 units per year between 2026 -27. Build out of the urban extension is anticipated to be in the order of 10 years up to 2017-27. Please note these housing completion figures are in addition to the 49 units completed on the Olympian Way development part of the allocation. The expected completion figures assume two or more house builders on site at the same time. Build out of the urban extension is anticipated to be in excess of 10 years and up to, if not beyond 2027. (See table to the right for anticipated housing completions.)

It is assumed that development could potentially start on site in 2017. The first homes will be provided after the up-front provision of accessible and serviced land for the primary school. The time-scale for the provision of the link road between Tiverton Road and Willand Road seek to balance the need to provide it as early in the development as possible to mitigate against the traffic associated with the development (especially its impact upon the town centre) with a need to ensure scheme viability.

The sequencing of development and provision of supporting infrastructure set out in this SPD has been structured to provide appropriate flexibility over where and when development takes place. It seeks to ensure that the necessary infrastructure is provided in a timely and viable way in the interests of delivery of the vision and aims of the area in a co-ordinated and comprehensive manner.

### Assumptions on housing mix and population profile

The Allocations and Infrastructure Development Plan Document (AIDPD) sets out a 35% target for affordable housing (subject to viability) within the urban extension. It is recognised that developments must be viable and that affordable housing may make a considerable difference to viability. This development will need to contribute significant sums towards the cost of infrastructure which will have a significant impact upon viability, particularly in the early phases. Further viability testing and assessment will therefore be needed to establish the level of affordable housing. The Council will also consider whether the provision of affordable housing should be deferred, reduced in early phases or varied between phases as significant transport infrastructure is required to be brought forward early in the development. Once provided, affordable housing should be delivered in step with market housing. Such decisions will need to be based upon the submission of robust viability evidence.

Affordable housing provision will need to have regard to needs assessment within the Cullompton area. The Council has already identified that at least 5 pitches for gypsies and travellers will be needed as part of the affordable housing provision via policy AL/CU/1 of the AIDPD.

Based on an average household size of 2.3 persons in Mid Devon it is anticipated that circa 1100 dwellings could result in a population up to approximately 2,530.

Residential development on the site must have regard to housing mix in terms of type, size, tenure and location (intermixing of affordable and market) and be designed so that affordable housing is indistinguishable from market housing.

At the time of writing this SPD the Government has indicated an intention to bring in requirements for self-build and starter homes, although the details of these requirements are not yet known. Requirements for such housing types should be considered.

Year	Annual Completions	Running Total
Year 1 (2017 - 2018)	12	12
Year 2 (2018 - 2019)	75	87
Year 3 (2019 - 2020)	75	162
Year 4 (2020 - 2021)	150	312
Year 5 (2021 - 2022)	150	462
Year 6 (2022 - 2023)	150	612
Year 7 (2023 - 2024)	150	762
Year 8 (2024 - 2025)	150	912
Year 9 (2025 - 2026)	150	1062
Year 10 (2026 - 2027)	38	1100

## 5.3 Phasing

### Approach to development phasing

The delivery of infrastructure and phasing of the development has been approached in accordance with the following principles:

- Infrastructure should be provided in a timely way in order to reduce/mitigate the impact of the development;
- Given the scale of the project, there is a need to balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of the development and infrastructure, especially as delivery is likely to take place over a period in the region of 10 years;
- A coherent and coordinated approach to infrastructure delivery, construction management and development phasing is needed between land ownerships in order to ensure that the overall policy aspirations are met;
- Avoiding in so far as possible the creation of parcels of land or pockets of development that do not relate to their surroundings or are isolated from each other;
- The early provision of transport infrastructure is recognised as being a key requirement in order to reduce the impact of the development upon the existing local highway network. However this must be balanced with the need to maintain development viability;

As this development is expected to take place over a period in the order of 10 years, it is recognised as important that an element of flexibility is retained in order that the development can respond to changing circumstances over time.

It is expected that a process of monitoring and review of delivery will be undertaken by the District Council in conjunction with the landowners / developers.

In considering proposals to vary phasing from that set out in this document the District Council will have regard to:

- How the supporting infrastructure specified in this SPD for the specific number of units proposed in the application will be secured;
- How appropriate sustainable access for new residents can be achieved between the housing development and supporting infrastructure (e.g. primary school) where appropriate;
- Whether the development proposed will prejudice delivery of other land holdings within the urban extension or the whole master plan, or result in an unacceptable impact on existing residents;
- How the proposed phasing complies with policy AL/CU/6 and any subsequent review of the Development Plan in relation to it;
- In the event that delivery of an earlier phase, part of a phase or land holding has stalled, proposals to bring forward later planned phases will be considered provided they do not undermine delivery elsewhere within the overall site, the provision of supporting infrastructure and mitigation of the impacts of the development as a result of earlier delivery.

The overall approach taken towards phasing and infrastructure delivery in this SPD is to seek to ensure that each phase of development is as self-sufficient as possible whilst delivering necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following phases to do the same.

## Phasing

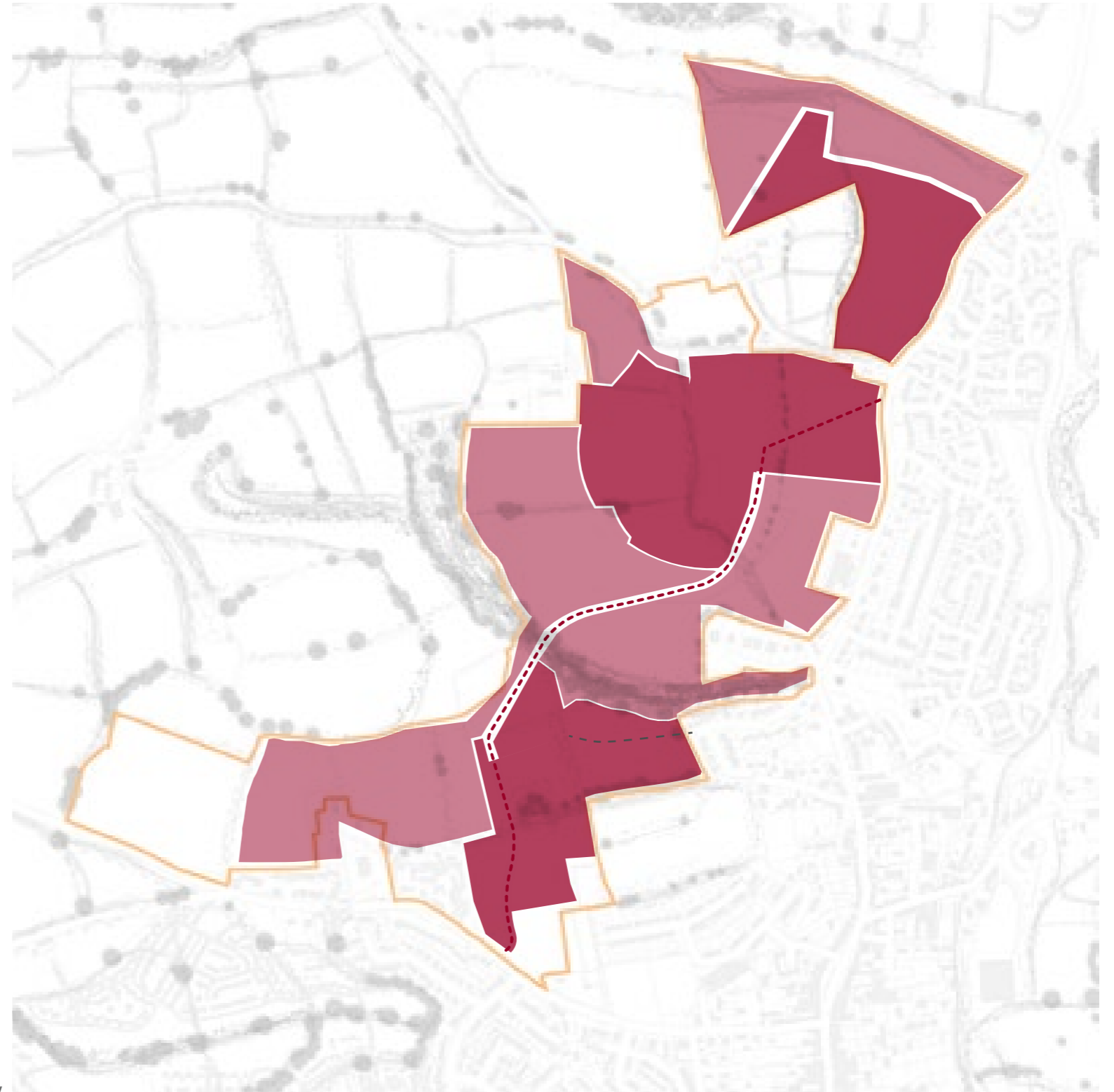
### Phase 1:

- 500 houses
- Link Road - whole length
- Persimmon land parcel: able to build out remaining dwellings on this land parcel (up to circa 200 in total) once the link road from Willand Road is delivered to the boundary with adjacent land ownership parcel to the SW
- Traffic management measures on Willand Road
- Temporary vehicular access from St George's View (to be closed to vehicular traffic once the link road is connected through)
- Transfer of 2.1ha for primary school and associated sports pitch prior to the commencement of the development. Construction access and services phased. Start of construction
- Serviced and accessible land for community building (1ha)
- Rull Hill - hilltop green infrastructure including allotments and an equipped play area
- One sports pitch
- 5 gypsy and traveller pitches to be designated

### Phase 2:

- 620 houses
- Completion of primary school building including sports pitch
- Local centre
- Employment to north
- Green infrastructure, including 3rd sports pitch
- Serviced and accessible land for gypsy and traveller site at start of phase 2
- Community building construction to commence at the beginning of phase 2
- Provide remainder of sports provision (where on site)

- Phase 1
- Phase 2
- Site Boundary
- - - Link Road
- - - Temporary access through St George's View



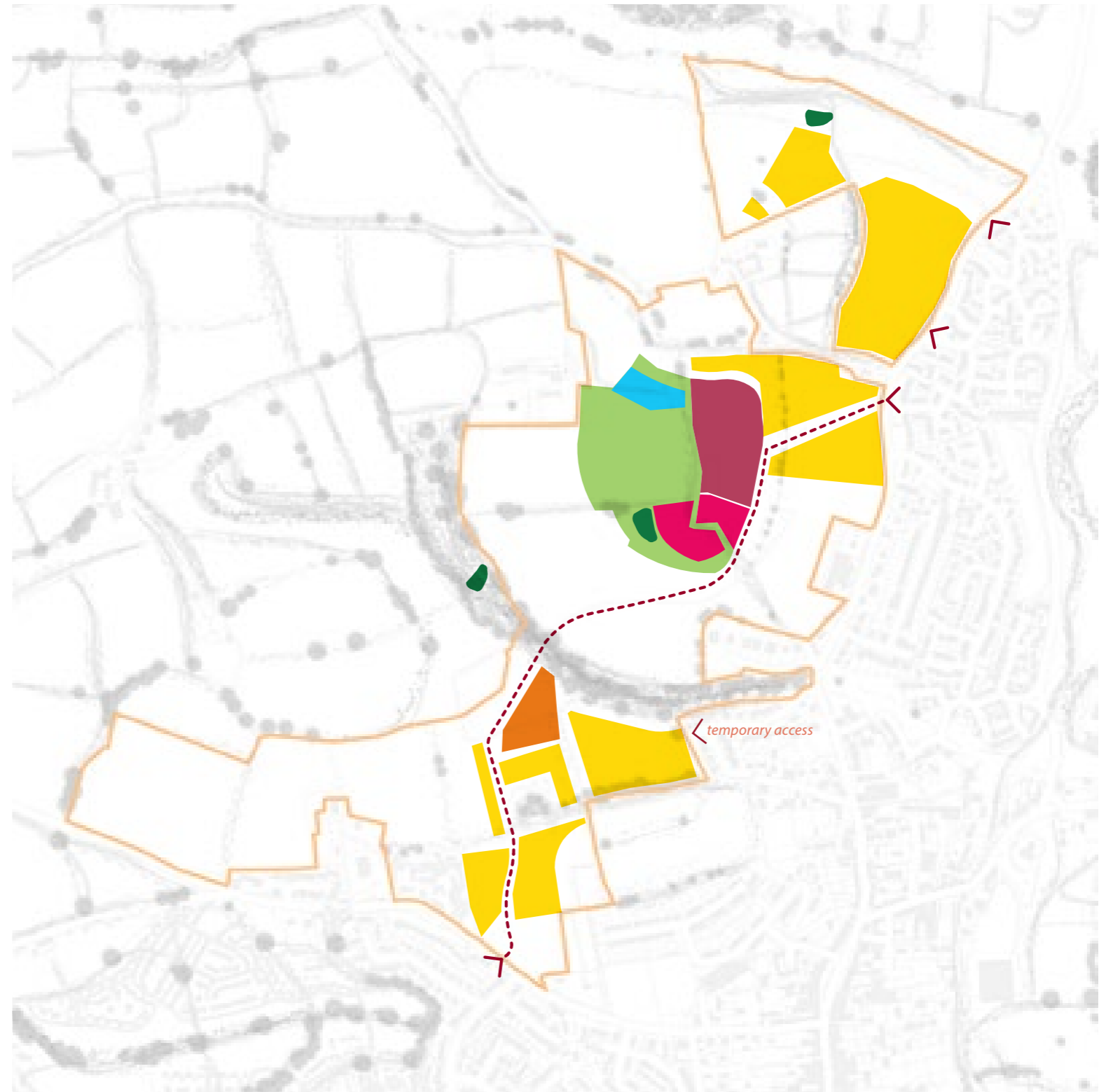
Phasing Areas

## 5.3 Phasing

### Phase 1:

- 500 houses
- Link Road - whole length
- Persimmon land parcel: able to build out remaining dwellings on this land parcel (up to circa 200 in total) once the link road from Willand Road is delivered to the boundary with adjacent land ownership parcel to the SW
- Traffic management measures on Willand Road
- Temporary vehicular access from St George's View (to be closed to vehicular traffic once the link road is connected through)
- Transfer of 2.1ha for primary school and associated sports pitch prior to the commencement of the development. Construction access and services phased. Start of construction
- Serviced and accessible land for community building (1ha)
- Rull Hill - hilltop green infrastructure including allotments and an equipped play area
- One sports pitch
- 5 gypsy and traveller pitches to be designated

- Link Road
- < Access Points
- Residential
- Green Infrastructure
- Allotments
- Equipped Play Area
- Primary School Serviced Land
- Community Building Serviced Land
- Local Centre including Employment
- Site Boundary

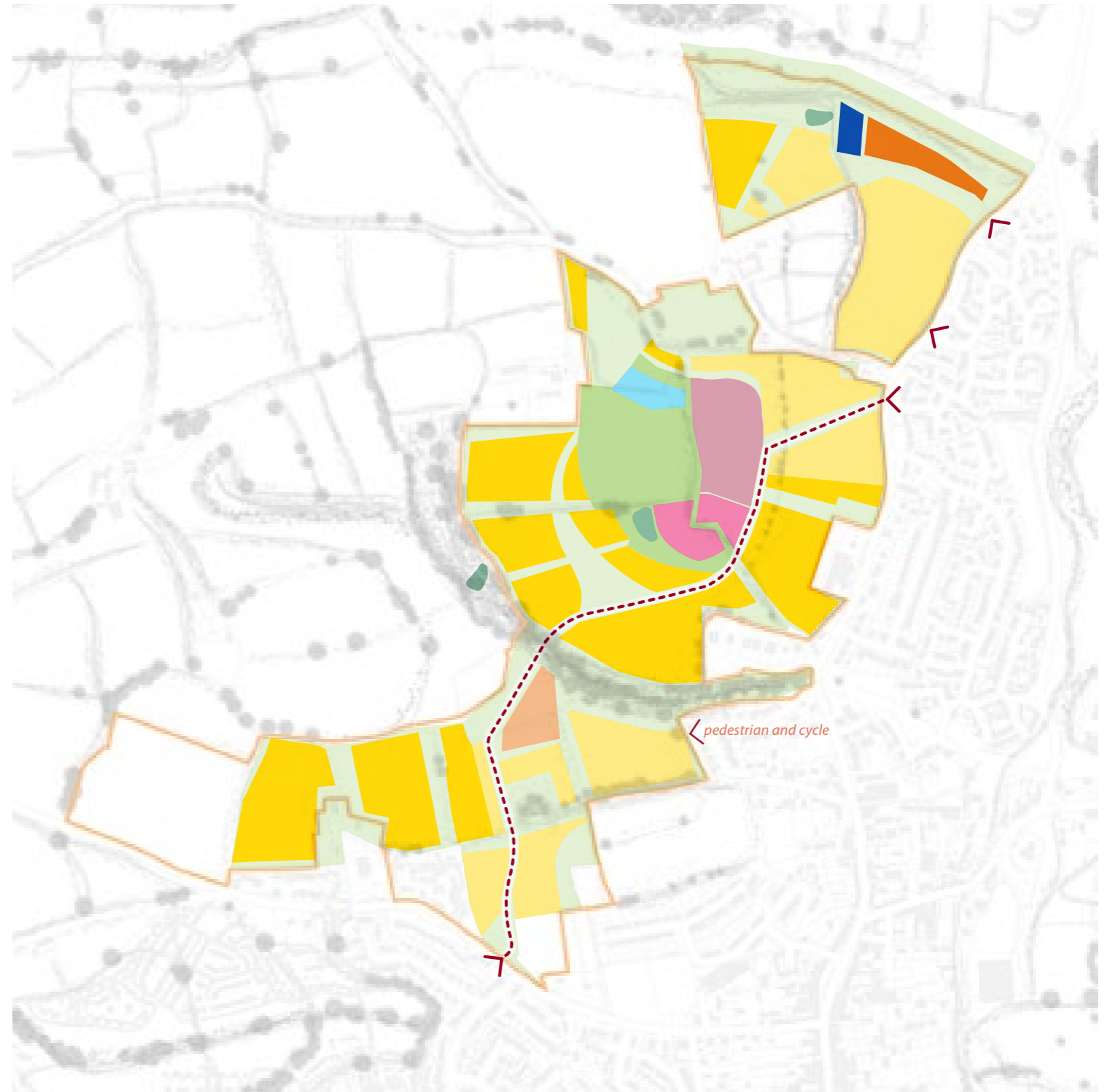


Phase 1

**Phase 2:**

- 620 houses
- Completion of primary school building including sports pitch
- Local centre
- Employment to north
- Green infrastructure, including 3rd sports pitch
- Serviced and accessible land for gypsy and traveller site at start of phase 2
- Community building construction to commence at the beginning of phase 2
- Provide remainder of sports provision (where on site)

- Link Road
- < Access Points
- Residential Phase 1
- Residential Phase 2
- Green Infrastructure Phase 1
- Green Infrastructure Phase 2
- Allotments Phase 1
- Equipped Play Area Phase 1
- Primary School Serviced Land Phase 1
- Community Building Serviced Land Phase 1
- Local Centre including Employment Phase 1
- Employment Phase 2
- Gypsy & Traveller Pitches Phase 2
- Site Boundary



Phase 2

## 5.4 Construction of Road Infrastructure

The proposed time frame for the completion of the link road is 2-3 years from the start of the development. The housing trajectory table on p.67 shows that by the end of year 2 up to 87 houses will have been built, with up to 162 houses completed by the close of Year 3. Although it should be noted that the completion of 162 houses does not necessarily mean the occupation of 162 houses.

In order to finance the completion of the link road within 2-3 years of the start of the development, it is essential that some parcels of land are sold to secure funding. This SPD proposes a trigger to ensure that no more than 500 dwellings are occupied before the opening of the link road. This figure is necessary as any less will not enable sufficient land sales to fund the road.

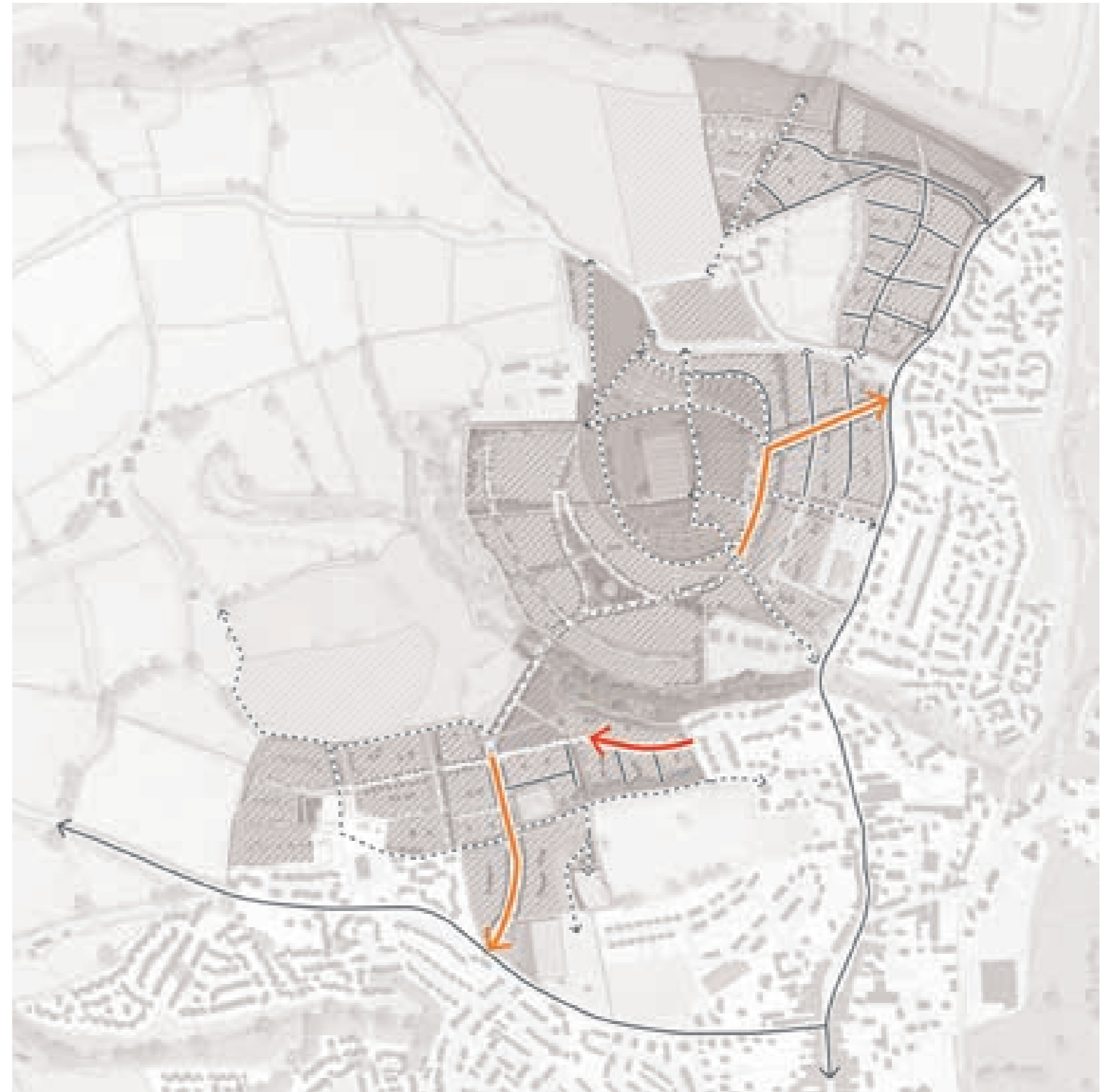
To commence phase 1, a temporary access route through St. George's View will be opened. This temporary access will allow the development at the south of the site to start and, therefore, part fund the link road. The construction of the southern point of the link road will start with phase 1. At the same time the construction of the link road will start from Willand Road and is subject to detailed triggers linked to number of dwelling occupations or time from the commencement of the development, whichever is sooner. By constructing the link road in two locations simultaneously, the timescale for the provision of the whole road can be reduced to 2-3 years, in comparison with a longer construction time should works start from one end only.

This approach will deliver the road sooner than the existing policy trigger of 300 occupied dwellings. As illustrated by the housing trajectory table on p.67, 300 occupations will not occur until sometime during Year 4. This 1-2 years after the road would be delivered through the recommended trigger. Note the 49 housing completions on the Olympian Way development are not included in these calculations and are in addition.

The new road is proposed to act as a distributor type road and will be a minimum of 6.5m wide in order to fulfil this purpose and accommodate large vehicles including buses and agricultural vehicles which are anticipated. In addition to its distributor function, the road will also need to be designed to accommodate an attractive residential environment, walking and cycle movements and control speed, especially in the vicinity of the proposed primary school.

Parallel parking bays will provide opportunity for parking in a controlled manner without obstructing the free flow of traffic. Visitor parking requirements and shared surface arrangements should be taken into account in the overall design proposals for the development.

- Link Road
- Temporary Access
- Other Roads
- - - Pedestrian Routes

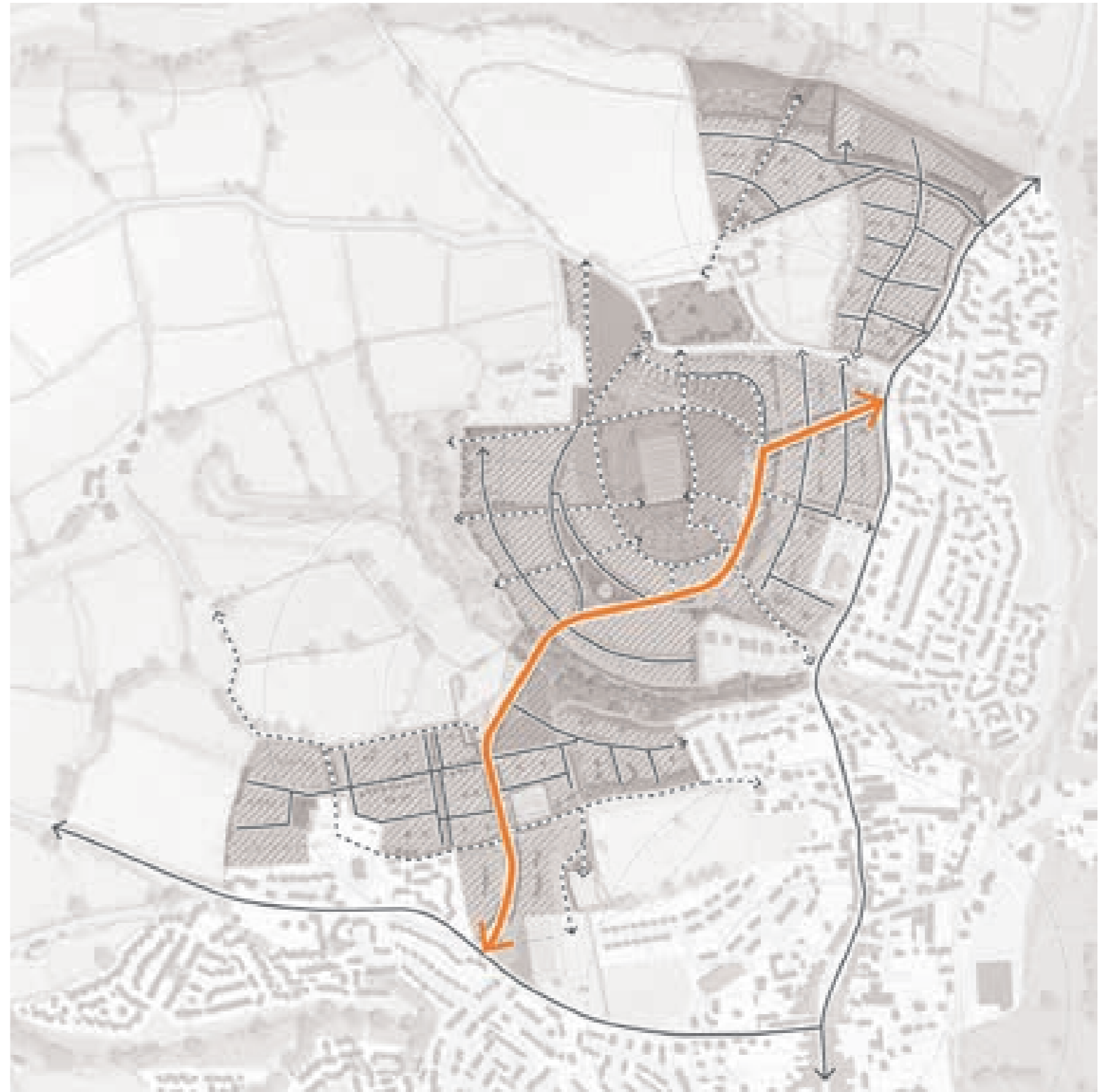


Starting the Link Road



Once the link road reaches St. George's Well, and the two ends are able to be connected, the temporary access through St. George's View can be closed to vehicular access. This route is proposed to stay open for pedestrians and cyclists.

- Link Road
- Other Roads
- - - Pedestrian Routes



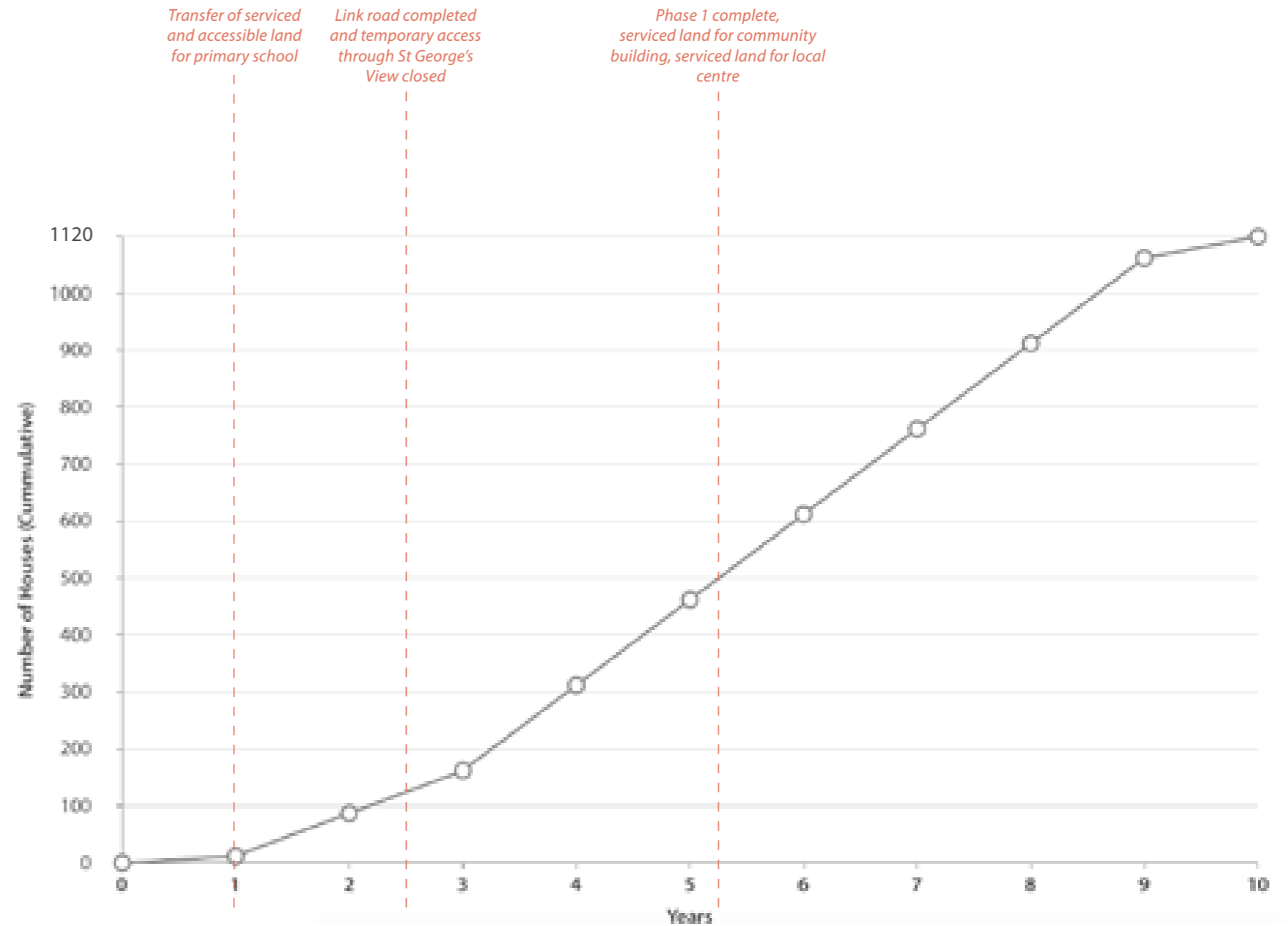
Completing the Link Road

# 5.5 Infrastructure Requirements

## Infrastructure Required and Triggers for Delivery

The key elements of infrastructure required to support the vision and aims of sustainable development at Cullompton's new neighbourhood have been based on requirements set out in the Allocations and Infrastructure Development Plan Document together with information collected from stakeholders and the wider community.

The infrastructure necessary to support the urban extension must be delivered in a timely way in order to reduce the impact of the development. The key infrastructure requirements for the urban extension are identified within the Allocations and Infrastructure Development Plan Document (listed in chapter 5.1). These are listed in the following table in relation to the anticipated phase of development and identified trigger points. This table concentrates upon infrastructure requirements common to different areas and ownerships where coordination over delivery is most required. Further site specific infrastructure will be required on a more local basis, for delivery under individual detailed planning permissions for the relevant phase of the development such as footpaths and streets and non-strategic habitat mitigation. A range of utilities related infrastructure will also be required such as power, water and foul drainage. Provision for these will need to be made in step with the requirements of each phase of development and ensuring that provision is coordinated between phases. It is important that the necessary provision of utilities is borne in mind in considering the viability of the development.



Indicative Timeline

Key infrastructure required	Anticipated phase for delivery and trigger point where known	Lead delivery organisation
<b>Access and Transport</b>		
Opening of a through route linking Willand Road to Tiverton Road	Phase 1 - prior to occupation of no more than 500 dwellings*	Developer
(In respect of the land control parcel identified as Persimmon in the plan on p.29) Provision of the section of through route from Willand Road to the primary school site **	Prior to the occupation of no more than 50 dwellings on this land control parcel or within 18 months of the commencement of the development on this land control parcel, whichever is sooner	Developer
(In respect of the land control parcel identified as Persimmon in the plan on p.29) Provision of the section of through route from the primary school to the boundary with the adjacent land control parcel to the south west ***	Prior to the occupation of no more than 100 dwellings on this land control parcel or within 30 months of the commencement of development on this land control parcel, whichever is the sooner	Developer
Traffic management measures on Willand Road	Phase 1	Developer / DCC
Temporary access through St. George's View	At commencement of phase 1	Developer
Closure of temporary access through St. George's View (left open for pedestrians and cyclists)	Phase 1 - once link road connects through	Developer
Bus service enhancements - local buses	Phase 1 - prior to occupation of no more than 500 dwellings	Operator / Developer
Bus service enhancements - strategic buses	Phased with development	Operator / Developer
Footway and shared use link along Millennium Way (contributions to necessary and justifiable improvements to the Millennium Way and Willand Road to be agreed with the Local Authority)	Phased with development	Developer / DCC
Cycle and pedestrian routes through the development and GI area	Phased delivery from occupation of first dwelling	Developer
Cycle and pedestrian links to and from the town centre	Phased with development	Developer / DCC
<b>Education Facilities and Community Building</b>		
Transfer of land for a primary school (2.1 hectares) with legal right of access	Phase 1 - prior to commencement of the development	Developer
Provision of construction access to the school site	Phase 1 - within 6 months of commencement of the development	Developer
Provision of services to the school site	Phase 1 - Prior to the occupation of no more than 50 dwellings on the Persimmon land control parcel or within 18 months of the commencement of the development whichever is the sooner.	Developer
Primary school building, playing pitch and early years facilities	Construction to commence prior to final occupation in phase 1	Developer / DCC / Other
Enhancements to secondary education provision	Phased delivery according to need as development comes forward	DCC
Transfer of serviced and accessible land for a community building (1 hectare)	By completion of phase 1	Developer
Community building	Serviced and accessible land to be transferred by completion of phase 1. Construction to commence at the beginning of phase 2.	Developer
<b>Employment and Local Centre</b>		
Provision of serviced and accessible employment land	Phase 2	Developer
Employment buildings built with demand	Phase 2	Developer
Serviced land for local centre	By completion of phase 1, once link road is completed.	Developer
<b>Green Infrastructure</b>		
Rull Hill green infrastructure (7.4ha) including allotments (0.7ha) and one equipped play area (0.45ha) with necessary financial support and management	Phase 1 - Prior to occupation of no more than 500 dwellings.	Developer
One playing pitch (1.4ha) with necessary financial support and management	Phase 1 - Prior to occupation of no more than 500 dwellings.	Developer
Other green infrastructure including equipped play areas (0.7ha) and third playing pitch (0.7ha) with necessary financial support and management	Phase 2 - phased with development, and detailed within outline planning application.	Developer
Sustainable Urban Drainage Systems (SUDS)	Phased delivery as development comes forward	Developer
<b>Gypsy and Traveller Site</b>		
Serviced land for gypsy and traveller site (sufficient for at least 5 pitches)	5 pitches to be designated by end of Phase 1. Pitches to be provided at beginning of phase 2	Developer

#### Key Infrastructure Triggers Table

\* Link road likely to be delivered within 2-3 years of commencement of construction of the development as a whole. The Transport Assessment will need to demonstrate impacts on Tiverton Road are acceptable.

\*\* Road sections to be provided to a standard suitable for use by the public.

\*\*\* Road sections to be provided to a standard suitable for use by the public. Following the provision of the through road to the boundary of the site with the adjacent land control parcel to the south west, the limit on the total number of dwellings delivered within phase 1 be lifted in respect of this land control parcel. This allows the remaining dwellings on this land parcel to be built out. Total number of dwellings on this land parcel is expected to be 200.

Note: The numbers of dwellings are cumulative from the beginning of the first phase and do not include those provided at the Olympian Way development.

Note 2: References to a through route/ road linking Willand Road to Tiverton Road relate to a new distributor type road.

## 5.6 Monitoring and Review

The success of the development will depend to a large extent on the continued partnership working of the landowners, the council and other key stakeholders to secure delivery of a high quality and sustainable place and supporting infrastructure in a timely way.

The Council will monitor implementation of this SPD and the extent to which the strategic policy objectives and vision are being achieved in the Annual Monitoring Report. If implementation / delivery is considered to be failing, this will be reported together with an explanation and proposed remedial steps.

It is possible that during the life of this masterplan, there may be changes to the adopted policy of this Council, given that the Local Plan Review 2013-2033 is already underway. The Proposed Submission document dated February 2015 allocates a larger site area with a similar number of dwellings, a lower percentage of affordable housing, a greater floorspace area for employment and no net change in the amount of green infrastructure (see policies currently referenced as CU1 – CU6)

As a result, and without predetermining the outcome of the Public Examination anticipated to be held in late 2015 / early 2016, this masterplan document includes an 'option B' framework plan for the development (shown on the opposite page). This option seeks to demonstrate that in the event that the allocation area is revised (as proposed within the current Local Plan Review) within the life of this document, the masterplan is capable of responding to such revisions and still deliver a coordinated and comprehensive scheme. In the event that the current adopted policy is superseded, the implications of this on this SPD and its implementation will be reviewed and amended if required. The extent to which the strategic policy objectives and vision are being achieved will be monitored by the Council against the policy prevailing at that time.

Planning applications will be determined against policies within the adopted development plan at the time, together with this SPD.

**Note** – The plan on page 77 is based on the draft submission Local Plan Review 2013 – 2022 allocation. Representations regarding the extent and location of the additional land have been received as a result of pre submission consultation. At the time of drafting this document the Local Planning Authority is still considering the content of these representations, some of which (including that by the land promoters) suggest that the allocated area should be enlarged further. The plan is therefore illustrative only and should not be seen as predetermining the outcome of the public examination into the emerging plan.



Option B Framework Plan

Key

- A M5
- B B 3181
- C High Street
- D St Andrew's Primary School
- E Goblin Lane
- F Willand Road
- G Rull Lane
- H St George's View
- I St Andrew's Estate
- J Cullompton Health Centre
- K River Culm
- Residential
- Employment
- School
- Gypsy and Traveller
- Open Space
- Attenuation pond
- Allocation boundary (development)
- Allocation boundary (GI)
- Residential (new allocation)

Urban interventions

- 1 Local Centre
- 2 Primary school with sports pitches
- 3 Community facilities
- 4 Link Road
- 5 Improve pedestrian connectivity to town centre
- 6 Improvements to Willand Road
- 7 Employment
- 8 Homezones
- 9 A clear hierarchy of streets and spaces
- 10 Community changing rooms
- 11 Gypsy and Traveller site
- 12 Sports pitches with changing rooms
- 13 Pedestrian access to school
- 14 Improvements to existing paths

Landscape interventions

- 15 Pedestrian and cycle links to Rull Lane
- 16 Attenuation ponds
- 17 Pedestrian and cycle connections
- 18 Green Infrastructure (GI)
- 19 Green Links to the hilltops
- 20 Sports and recreation areas
- 21 Children's play areas and multi-use games area (MUGA)
- 22 Community orchard
- 23 Community allotments
- 24 Hilltop Parks
- 25 Access onto St Andrews Hill
- 26 Access to allotments
- 27 Community health garden



## 5.7 Requirements of Future Planning Applications

It is likely that the extension to North West Cullompton will be delivered over a time period in excess of 10 years. The land is in more than one ownership and accordingly is likely to come forward in more than one outline and /or full planning applications. Outline applications will be followed by reserved matters applications that may be based on a subdivision of the site into smaller sub phases. Each planning stage will require the submission of supporting documents and information. Planning permissions granted are also expected to result in planning conditions, the discharge of which are also likely to require the submission and approval of further reports and documents on topics such as the design, construction and management of aspects of the development.

The Council intends to deliver the required infrastructure associated with this development, via site specific S106 agreements. It is considered that this mechanism will be the most effective in delivering the necessary infrastructure. Due to S106 agreement pooling limits, the Council will seek to ensure that there are no more than five separate legal obligations entered into for each infrastructure project associated with the scheme. Key to achieving this will be the number of planning applications in outline or full likely to be received for the allocation as a whole. In order to ensure that options are kept open for the most effective delivery of infrastructure , that infrastructure is provided in a coordinated and timely manner and that individual applications do not prejudice the ability to provide infrastructure on other parts of the site, the Council will require that the whole of the allocation area together with the green infrastructure area come forward as not more than a total of 5 outline / full planning applications.

Information forming part of a planning application must meet standard national requirements. In addition the Council's local validation requirements must also be met. These are available here [www.middevon.gov.uk/CHttpHandler.ashx?id=20196&p=0](http://www.middevon.gov.uk/CHttpHandler.ashx?id=20196&p=0) . A list of information to be submitted as part of an outline application for the development of the site is provided below. It should be noted that this list is not exhaustive and further requirements may be identified as a result of pre-application discussions. Some elements may also be more appropriately submitted at reserved matters stage dependent upon the scope of the application made at outline application stage.

### 1. Masterplanning and design

- Outline application: Development framework plan to illustrate development form at a greater degree of resolution as relevant to the application location.
- Outline application and reserved matters applications: Design and Access Statement to include proposed character areas, street / space typologies, sample blocks and key areas including the community facilities and area of the primary school referring back to this SPD and development framework plan above. Conditions are likely to require the approval of illustrated urban design and architectural principles prior to the submission of reserved matters applications. More details are to be found within the design process section at 1.4.
- Reserved matters: Detailed design proposals for the area applied for. Compliance with this SPD and subsequent masterplanning and design stages above will need to be demonstrated.
- Full applications: Will need to meet the requirements of both outline and reserved matters applications.

### 2. Planning

- Planning Statement
- Floorspace schedule outlining indicative scale of proposed land uses at the neighbourhood centre and subject to that floorspace, a retail impact assessment.
- Draft Heads of Terms for Section 106 Agreement
- Viability Appraisal and independent review with details to be agreed with Mid Devon District Council
- Affordable Housing Statement
- Statement of Community Involvement (SCI)
- Whole-site Infrastructure Delivery Plan
- Neighbourhood management Plans – to cover future maintenance of community spaces and buildings
- Planning statement including reference to conformity/non-conformity with this masterplan SPD
- Green infrastructure strategy for the scheme as a whole identifying component elements together with proposals for management and ongoing maintenance.
- Health impact assessment.

### 3. Sustainability

- Sustainability & Energy Assessment incorporating a carbon reduction and low emissions strategy for the allocation site as a whole – outlining the approach taken to integrating sustainability during the design process. This can include topics such as water use, materials, surface water run-off, waste, pollution, health and wellbeing, management, ecology and transport. This should also include estimated energy loads and consumption as well as predicted CO<sub>2</sub> (carbon) emissions of the overall development and how air quality is to be addressed.
- Waste audit statement – to demonstrate how waste will be managed according to the waste hierarchy. To cover waste arising from the construction stage and following occupation of the new properties within the masterplan area.

### 4. Traffic & Transport

- Whole-site Transport Assessment
- Whole-site Framework Travel Plan – outlining measures to encourage new residents and employees on site to use sustainable modes of transport
- Traffic pollution assessment – to consider the impact of traffic generated nitrogen oxides upon environmental assets including mitigation measures. (See also air quality assessment)
- Whole-site Public Transport Strategy – outlining a strategy for providing viable sustainable transport options
- Public Rights of Way Statement – assessing the impact on existing access routes
- Highway design report and any other reports & modelling as required in consultation with Devon County Council Highways Department.

### 5. Environmental Impact

- Environmental Statements which should follow the requirements as set out in any scoping opinion
- Landscape and Visual Impact Assessments
- Arboricultural Survey & Landscape Plan, including tree and hedgerow removal details
- Biodiversity & Ecological Reports including Management Plan
- Archaeology Assessments
- Air Quality Assessment – to include Low Emission Strategy
- Noise Assessment
- Flood Risk Assessment
- Sustainable Drainage Strategy together with proposals for ongoing management and maintenance.
- Heritage Statement including description of significance of any affected heritage assets.
- External lighting Assessments – to include assessment on habitat areas and where details of high-intensity lighting (e.g. floodlights) are included or indicatively shown near to sensitive/residential areas
- Land Contamination Assessments
- Site Waste Management Statement
- Construction Management Plans
- Utility Infrastructure Report

# Appendix A







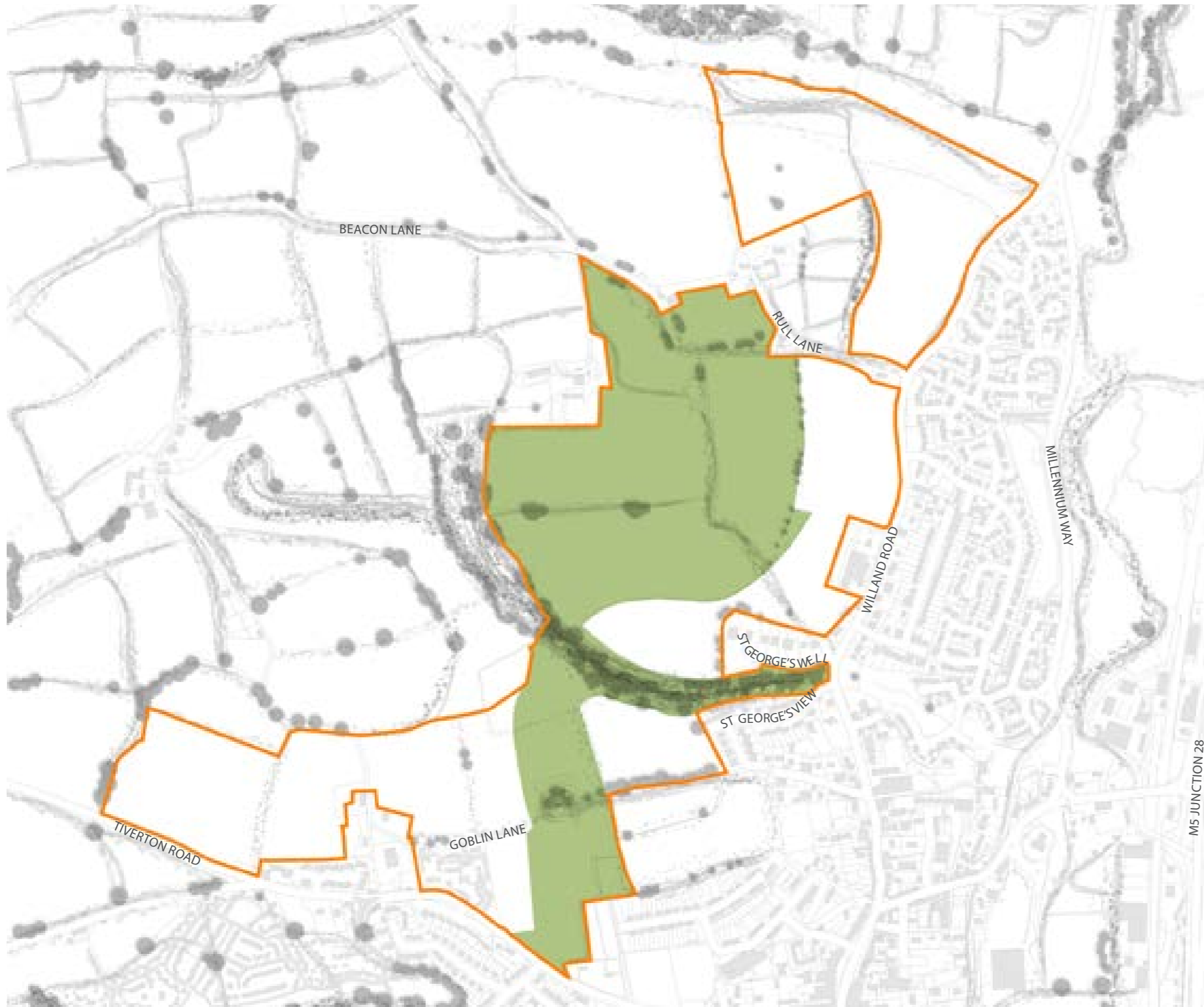
Appendix A

## 6.0 Factors Shaping Development

## 6.1 Scope and Extent

This section of the document summarises the survey and analysis work that has been undertaken in relation to the allocated site to inform the SPD Masterplan. The work provides a foundation that has helped to shape the form of the masterplan and inform the quantum's of the different land uses that are proposed. The scope and extent of survey work comprises:

- Site within it's context
- Geography
- Cullompton Wide Connectivity
- Access and Movement
- Facilities and Amenities
- Visual Sensitivity
- Topography
- Green space and Ecology
- Hydrology
- Utilities
- Cultural Heritage
- Character and Building Traditions



Key

- Site Allocation
- Allocated Green Infrastructure

AREA OF ALLOCATION :  
 Approx. allocated development boundary gross area: 42.5 ha

Approx. allocated green infrastructure boundary gross area: 32.3 ha

TOTAL Allocated Gross Area: 74.8 ha

Allocation Boundary



## 6.2 Cullompton Wide Connectivity

### **Survey/Analysis:**

Mapping 2014

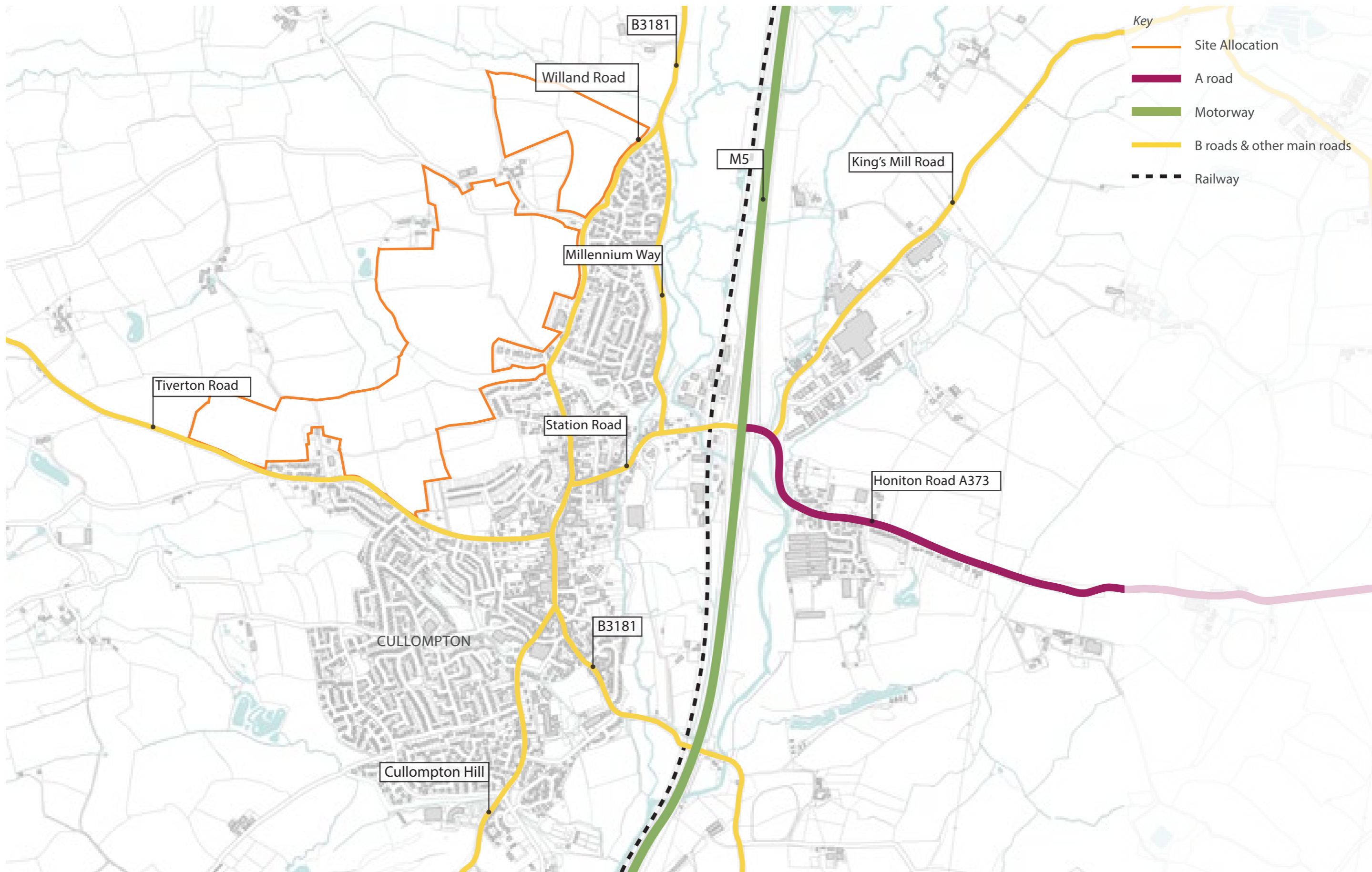
### **Situation/Summary:**

Cullompton is a well connected and accessible town in Mid Devon. Its location along the M5 provides good links to Exeter and other cities along the M5. It also has good links to neighbouring towns Tiverton and Honiton.

A network of bridle paths and public footpaths link Cullompton into the surrounding countryside.

### **Opportunity/Constraint:**

Proposals should seek to provide easy access to facilities, amenities and employment areas by all modes of transport with a particular emphasis on more sustainable options including footpaths and cycle ways.



- Key
- Site Allocation
  - A road
  - Motorway
  - B roads & other main roads
  - - - Railway



## 6.3 Access and Movement

### **Survey/Analysis:**

Mapping 2014

Main routes and connections mapped. Bus stops mapped.

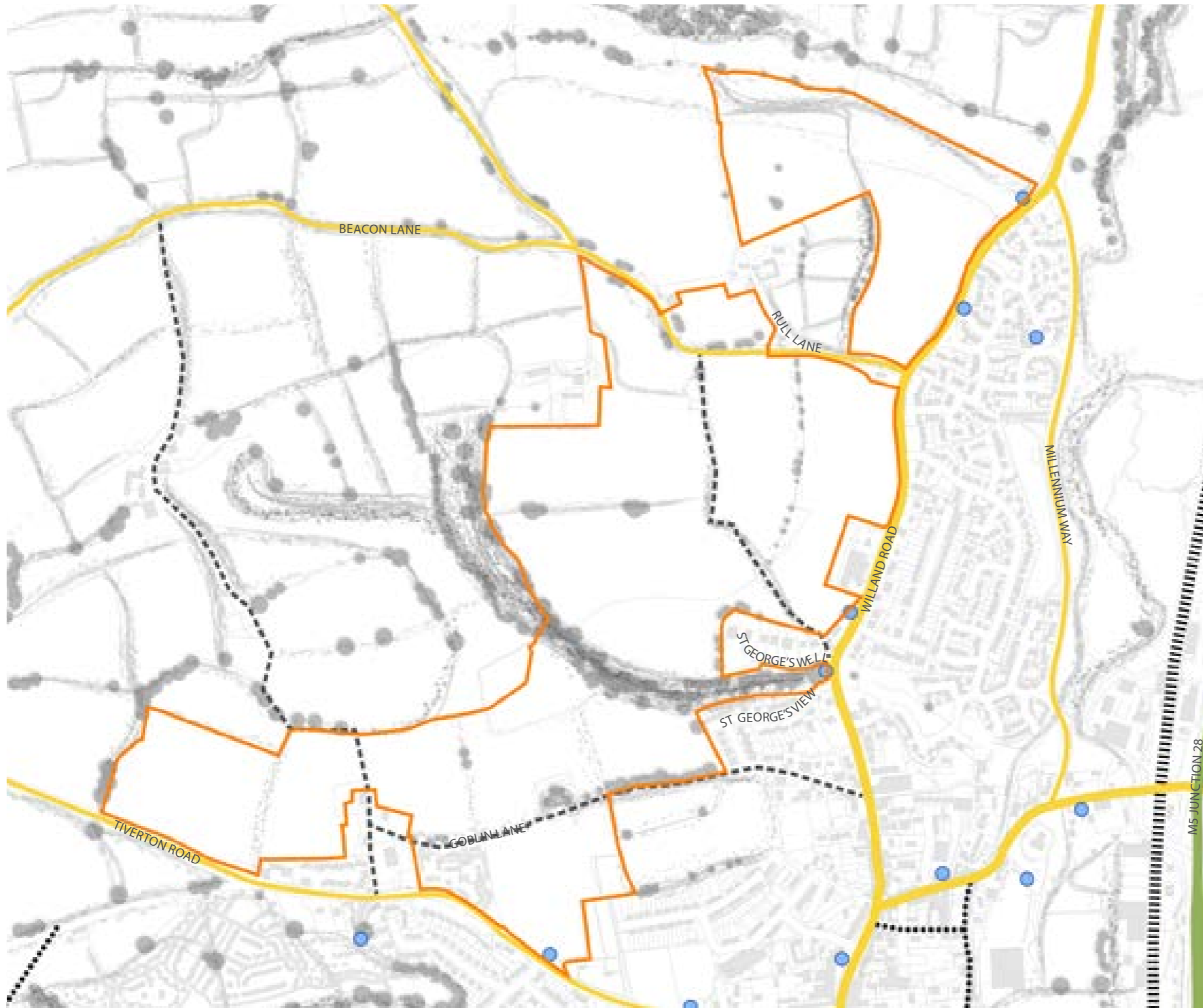
### **Situation/Summary:**

The site is well positioned with access to multiple bus stops. The site lies adjacent to main roads Tiverton Rd and Willand Rd. The site is also within walking distance of the existing town centre.

Three bridle paths run through the site.

### **Opportunity/Constraint:**

Existing bridle paths within the site should be retained with existing character and incorporated into the site wide pedestrian and cycle network strategy.



- Key
- Site Allocation
  
  - Roads*
  - B-Road
  - Other Main Roads
  - Motorway
  
  - Movement*
  - Bus Stops
  - Railway
  - Footpath
  - Bridle Path

Access and Movement



## 6.4 Facilities and Amenities

### **Survey/Analysis:**

Mapping 2014

### **Situation/Summary:**

Retail primarily caters for local needs with an indoor market, a street market and a farmers market being held regularly.

The High Street consists of a number of independent shops and food places.

The town currently has two supermarket (Tesco and Aldi).

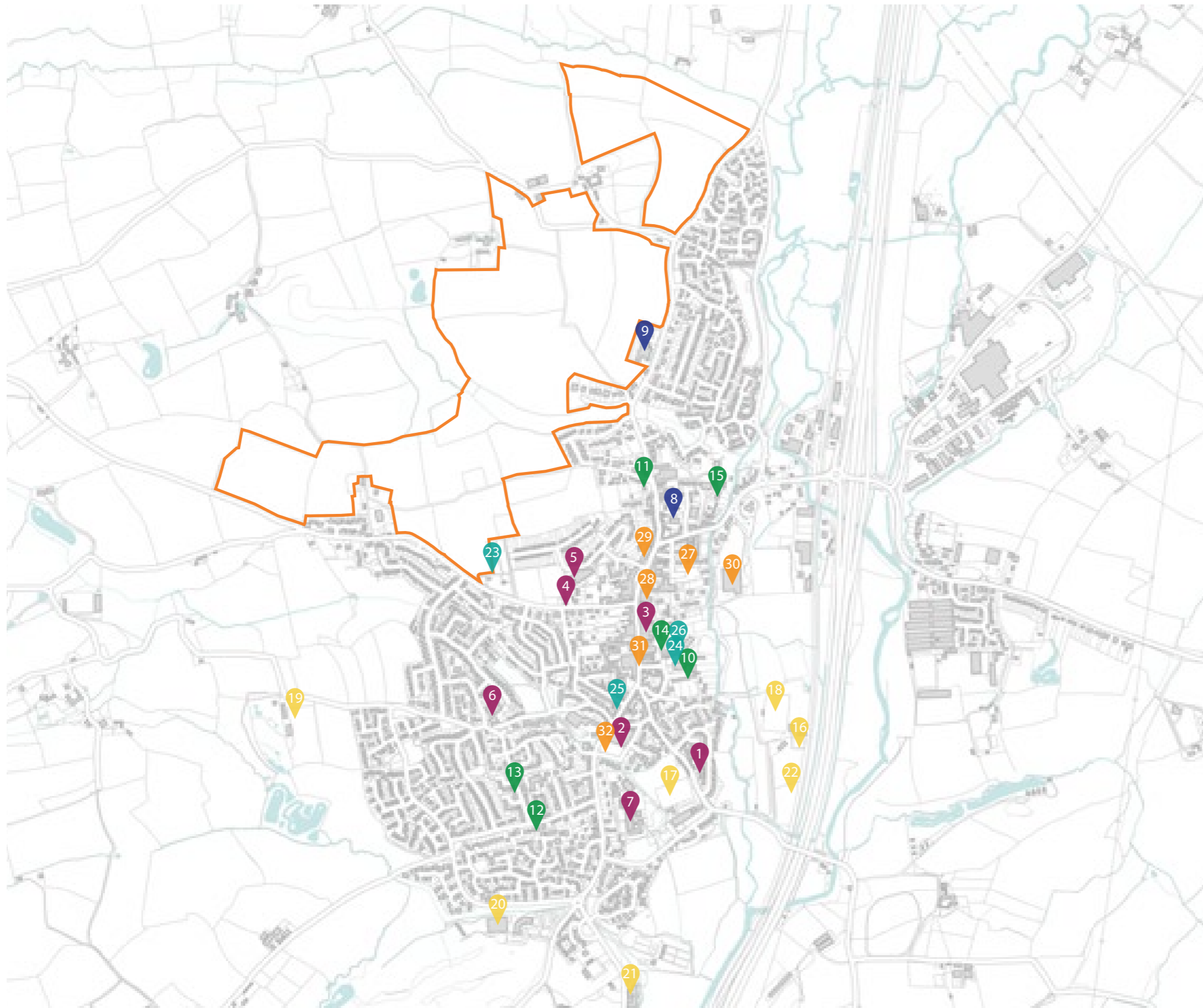
The town has one secondary school, and two primary schools.

### **Opportunity/Constraint:**

With a good mix of existing retail in the town's main shopping area, any new retail in the new development does not want to compete with the existing facilities.

Good access links throughout the new development will allow the new community easy access to all that Cullompton has to offer.





Key

-  Site Allocation
-  Schools
  - 1 ABC Day Nursery
  - 2 Cullompton Preschool
  - 3 Noah's Ark
  - 4 Young Ones Day Nursery
  - 5 St Andrew's Primary School
  - 6 Willowbank Primary School
  - 7 Cullompton Community College
-  Surgeries
  - 8 Bramblehaies Surgery
  - 9 College Surgery
-  Care Homes
  - 10 Culm Valley
  - 11 Forge House
  - 12 House Martin
  - 13 Orchard Lea
  - 14 St Andrew's
  - 15 Court House
-  Sports and Leisure
  - 16 Cricket Club
  - 17 Culm Valley Sports Centre
  - 18 Football Ground
  - 19 Rugby & Football Club
  - 20 Padbrook Park (Golf Facilities)
  - 21 Culm Vale Bowling Club
  - 22 Cullompton Bowling Club
-  Public Buildings
  - 23 Cemetery
  - 24 Parish Church
  - 25 Library and Community Centre
  - 26 Community centre
-  Retail
  - 27 Farmer's Market (2nd Sat Month)
  - 28 Indoor Market (Town Hall, Wed)
  - 29 Street Market (Wed, Sat)
  - 30 Cullompton Superstore (Tesco)
  - 31 Local Stores Area
  - 32 Supermarket (Aldi)

Facilities in Cullompton



## 6.5 Visual Sensitivity

### **Survey/Analysis:**

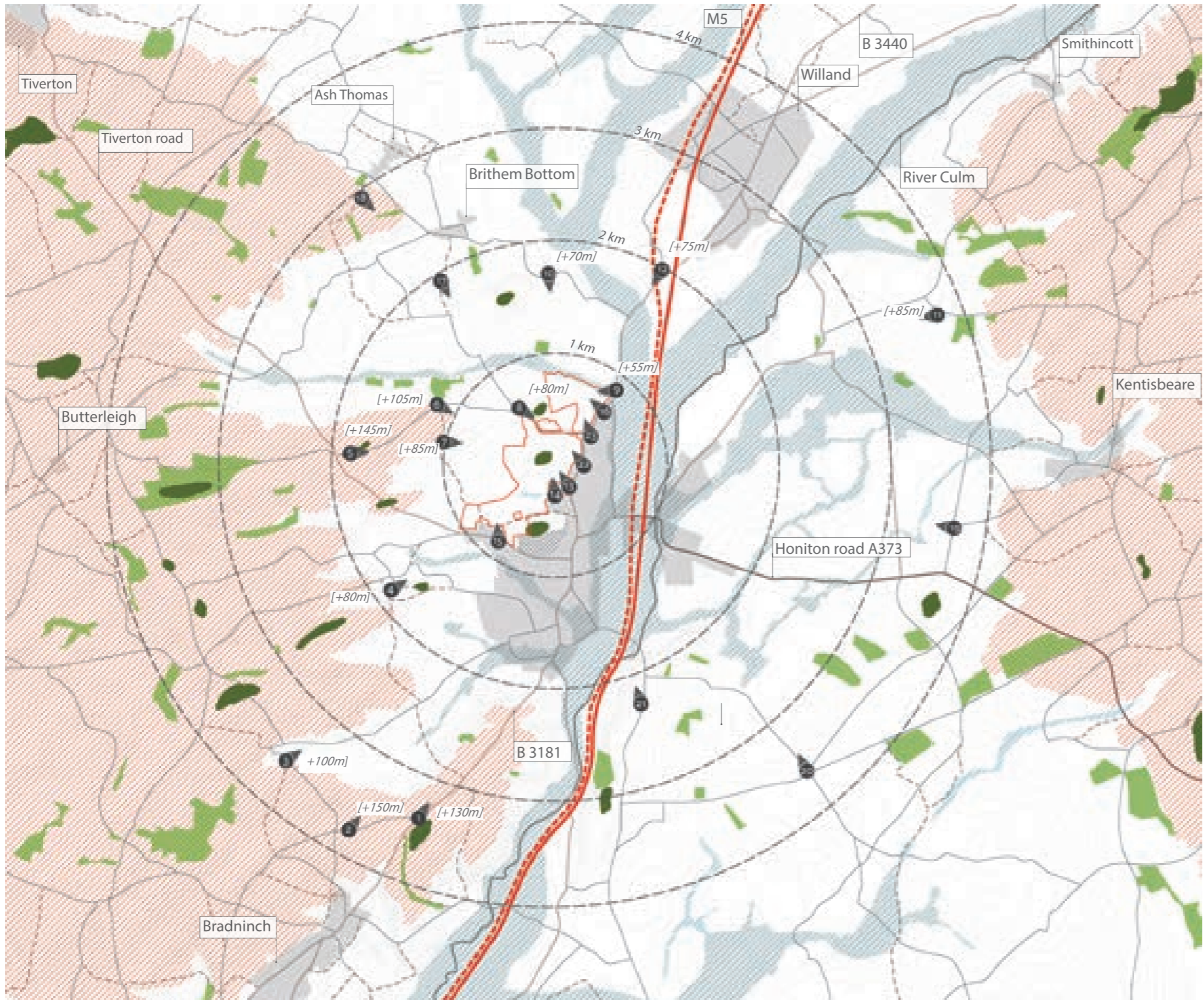
Analysis of views 2014

### **Situation/Summary:**

The most visually sensitive areas of the site are the three hilltops that are visible from all angles. The small valleys and more gradual gradients in between the hills are much less visible and are partially hidden by hedgerows and trees from the rural edge of the site.

### **Opportunity/Constraint:**

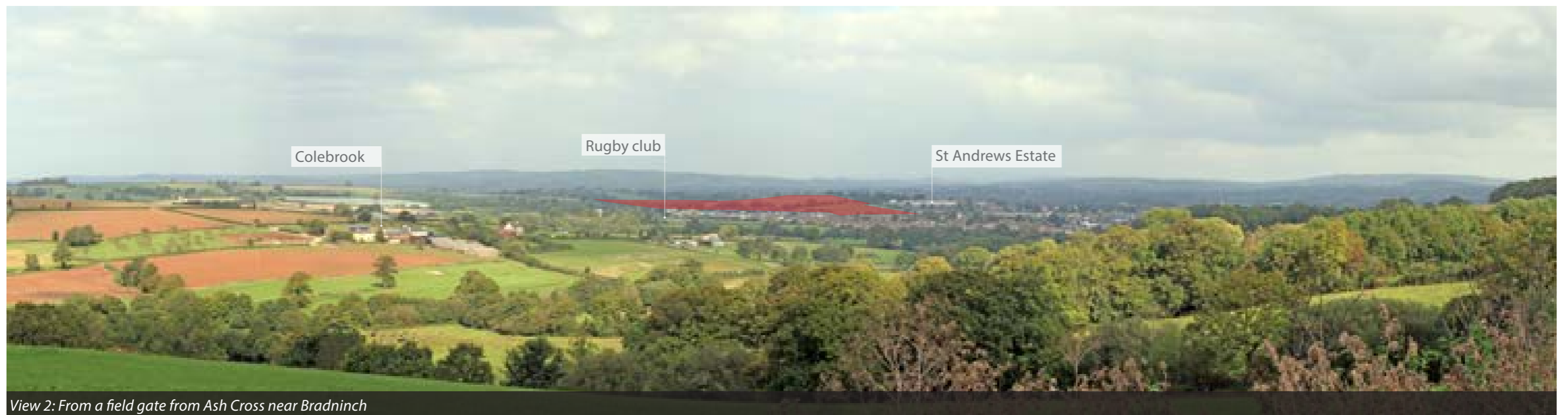
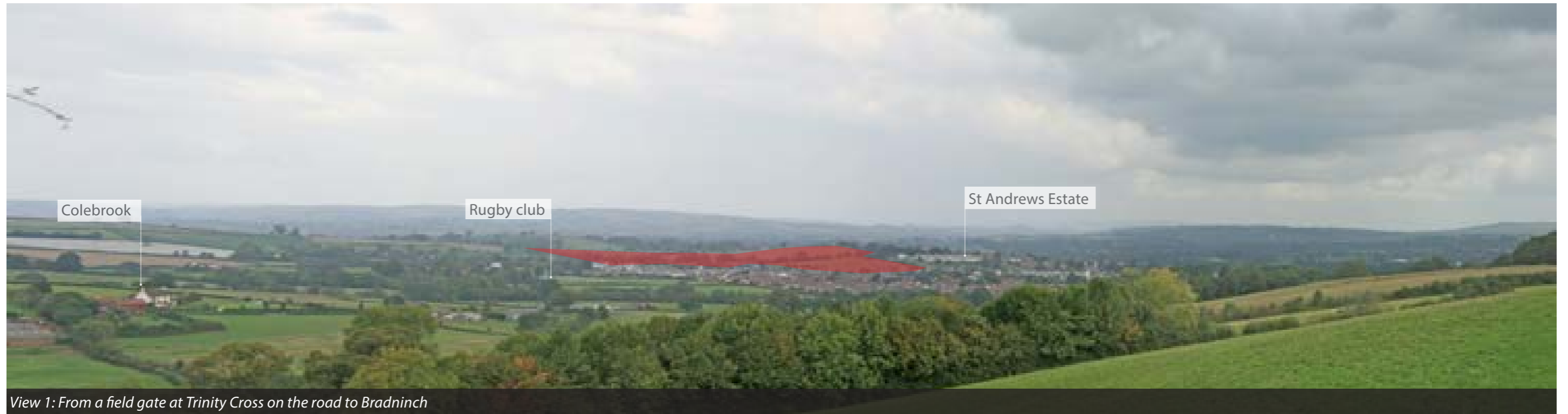
The visibility of the site will have to be considered when designing the development. In particular the views from adjacent residential areas, and the rural North and West edges of the site, will have to be addressed appropriately and aim to minimise visual impact.



Key

- Application boundary
- District boundary
- View points direction
- [+35] View point elevation above sea level
- Motorway
- Railway
- A Roads
- B Roads
- Footpaths
- View points

## 6.5 Visual Sensitivity



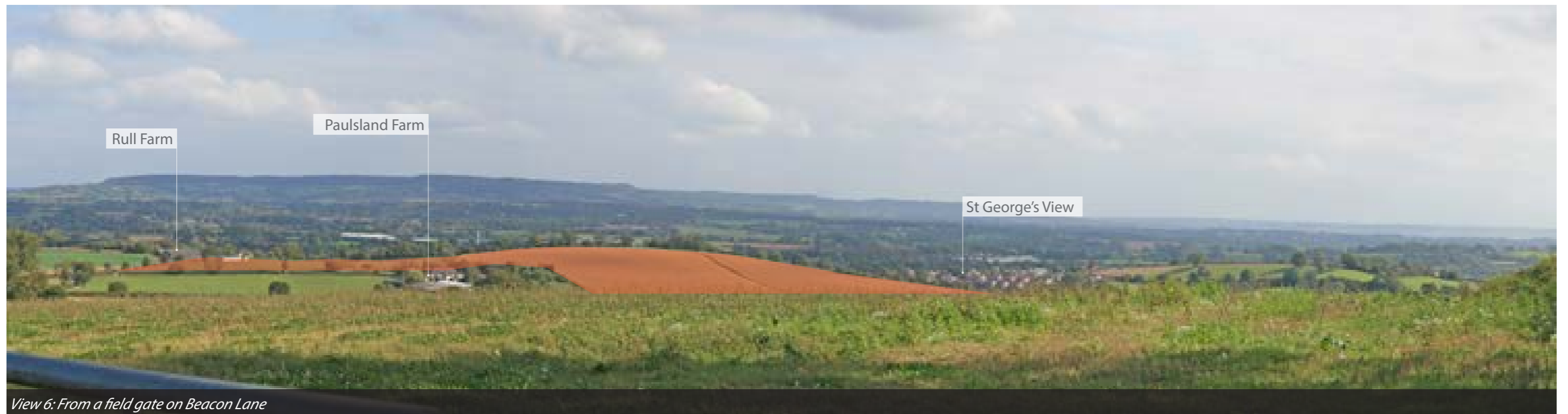


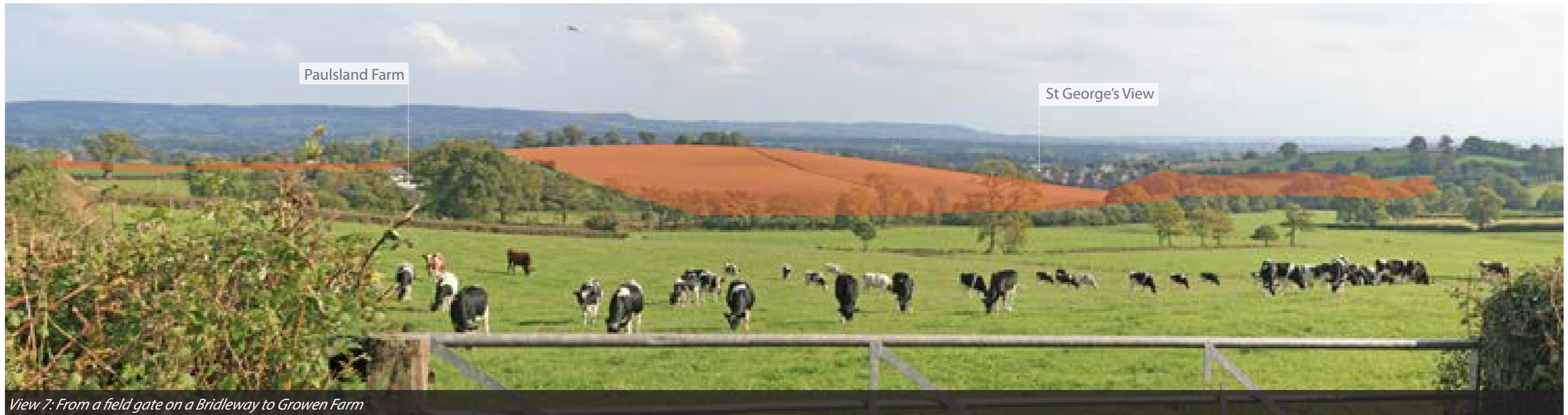
*View 3: From a field gate at Trinity Common*



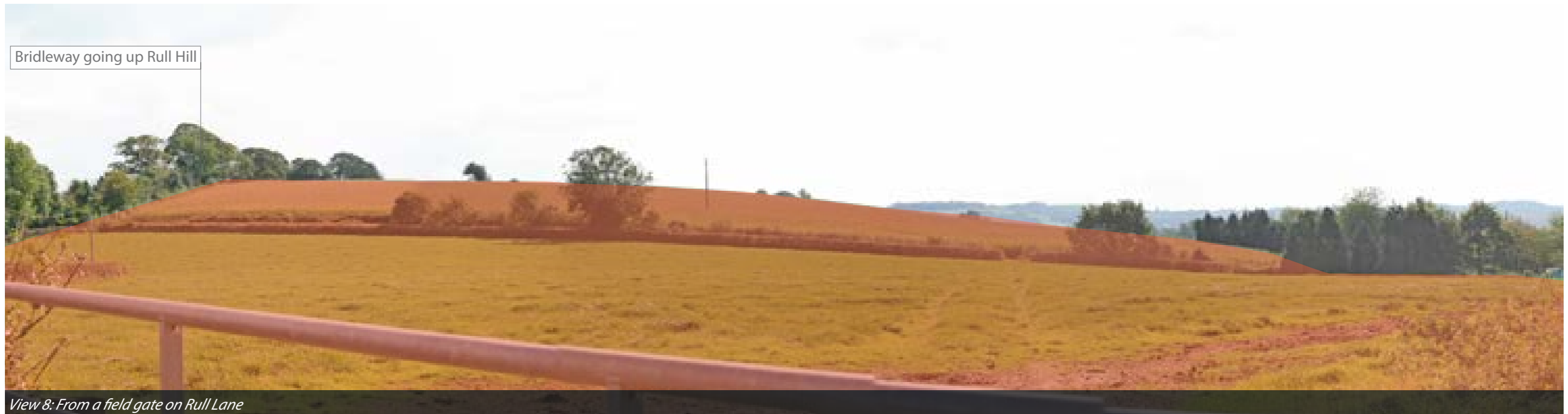
*View 4: From a field gate at Knowle*

## 6.5 Visual Sensitivity





*View 7: From a field gate on a Bridleway to Growen Farm*



*View 8: From a field gate on Rull Lane*

## 6.5 Visual Sensitivity







*View 11: From Home Farm, Bradfield*



*View 12: Houses adjacent to M5, Willand*

## 6.6 Topography

### **Situation/Summary:**

The town of Cullompton sits roughly at 70m above sea level. The most notable elements of the topography around the site are three hilltops, the highest of which is Rull Hill that reaches 95m. St Andrew's Hill - an old Roman Fort - reaches 86m. These hilltops have a couple of steep slopes leading up to them.

St George's Well is a small valley, and the lowest part of the site, that has a stream running along it making it a flood zone.

### **Opportunity/Constraint:**






Visual sensitivity created by altitude of hilltops must be carefully considered to minimise impact on the views from existing developments and from the rest of the surrounding landscape.

Steep gradients on site must be dealt with in order to be made suitable for footpaths, roads and housing, whilst still minimising need for cut and fill.

Low parts of the site that will be at risk of flooding should be left undeveloped or integrated into part of a green area.



Key

-  Site Allocation
-  Steep Slopes (greater than 1:10 gradient)
-  Hilltop. 86m high.
-  Hilltop. 92m high.
-  Hilltop. 95m high.

Topography Plan



## 6.7 Green Space and Ecology

### Survey/Analysis:

Surveys undertaken April and August 2014

### Situation/Summary:

The habitats on site are of moderate ecological value overall and include stream and ditch corridors, mature trees and species-rich hedgerows.

St Andrew's Hill Other Site of Wildlife Interest (OSWI) is immediately adjacent to the site to the north and comprises marshy grassland and species-rich, native hedgerows. The OSWI is likely to support foraging bats and birds as well as amphibians and reptiles such as toads and grass snake.

Bats forage and commute along hedgerows and stream corridors on the proposal site, and there are dormice and a badger sett in hedgerows. The hedgerows and trees may also be used by nesting birds.

A total of eleven bat species were found to be using the site for foraging or commuting. Substantial numbers of common and soprano pipistrelle bats were recorded on site, along with much lower numbers of other species. Noctule, serotine and Leisler's bats were recorded in low numbers as well as a number of Myotis species with call characteristics associated with Brandt's Daubenton's, Natterer's and whiskered bats. Lesser Horseshoe bats were recorded on site during the September, October, May and June activity transect surveys and during the October static data logger recording period.

No dormice were found during surveys in 2013 but the remains of a partially completed dormouse nest were found in the southern hedgerow of the central field during the November 2013 survey. Given that the connectivity of the habitat and the quality of the hedgerows it is considered possible that dormice may be present within any of the hedgerows on site.

There is a badger sett in a central hedgerow, which appears to be a subsidiary sett as it is not obviously connected to another sett by paths and did not appear to be continually used.

There are several hedgerows on site that are classified as ecologically important under *The Hedgerow Regulations 1997*, due to the likely presence of dormice. A number of hedgerows are also ecologically important due to floristic diversity and associated features.

### Proposed Species Mitigation

Vegetation removal will be avoided where possible to maintain connectivity throughout the site for bats and dormice. Some fragmentation will occur due to the creation of access roads and footpaths. Where possible strategic planting will be used to alleviate the impact of these newly created gaps and new connections will be created to the surrounding landscape. Land along the northern edge of the site will be enhanced for dormice and other protected species, as will habitats on site and connecting habitat.

Artificial lighting will be minimised and carefully designed to retain dark habitat corridors for wildlife including bats and dormice, particularly along hedgerows and around mature trees. The retention of dark habitat corridors will maintain connectivity for wildlife across the site and with the wider landscape.

A detailed mitigation strategy and European Protected Species licence is likely to be required prior to carrying out any works that will affect dormouse habitat, including all hedgerows on site and any wooded areas. Vegetation will be cleared under a phased approach and new native habitats will be established prior to the start of works to allow dormice to move away from disturbance and into neighbouring suitable habitat.

Protection measures during construction will be implemented under a Construction Environmental Management Plan, which will be produced by the contractor(s) and agreed with the planning authority. Where vegetation will be cleared between March to

August inclusive an ecologist will check vegetation for nesting birds prior to clearance. Exclusion zones will be implemented near sensitive habitats such as streams, hedgerows and tree root zones.

Construction lighting will be directed away from sensitive habitat and pollution prevention measures implemented to protect water courses. Should any trees require surgery or management, these will be evaluated for use by bats and appropriate precautionary measures will be agreed with the planning authority.

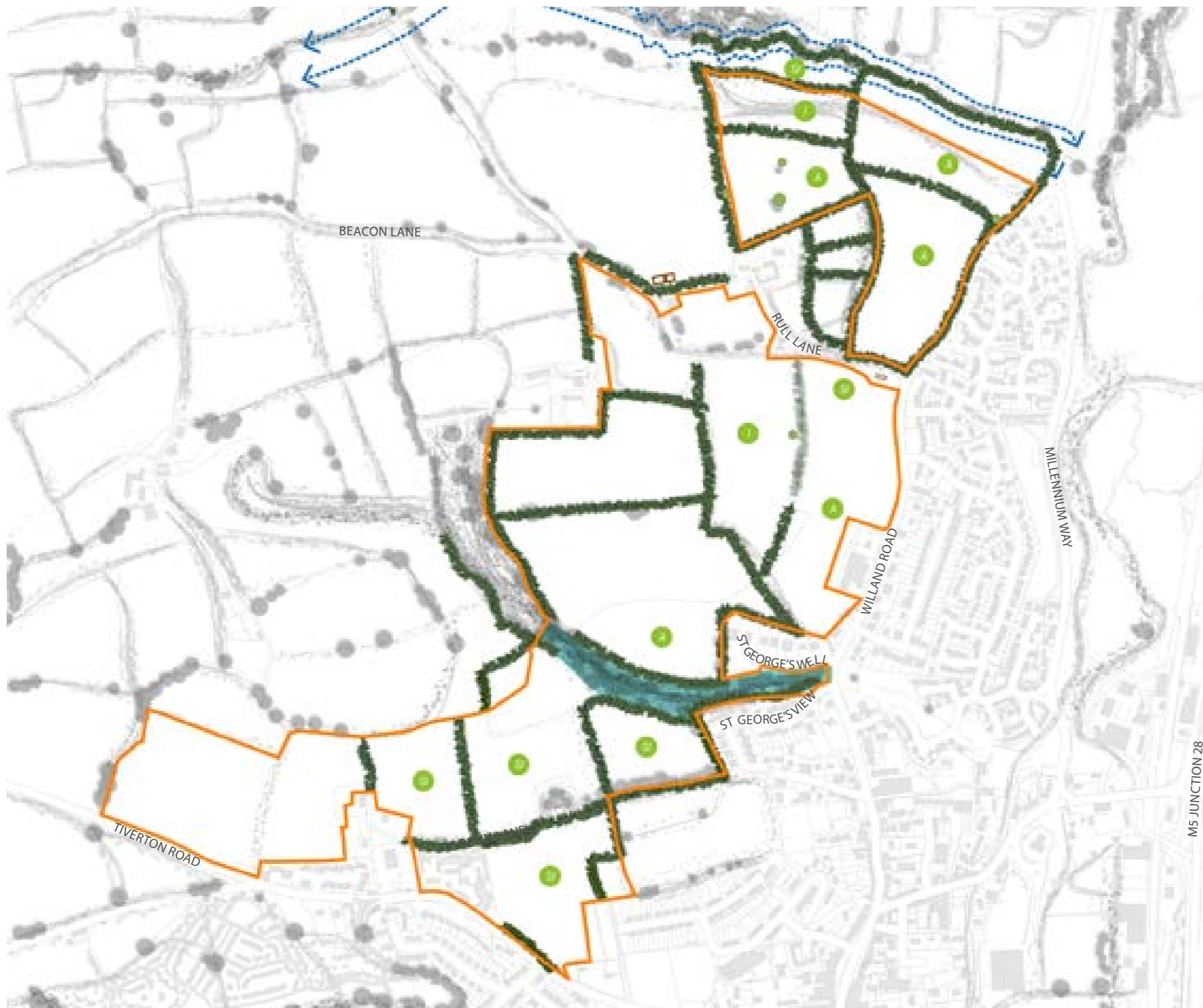
The Construction Environmental Management Plan will describe the precautionary approach to such works, such as vegetation and tree removal, and the measures to protect wildlife including dormice, bats and badgers.

### Biodiversity Enhancement

The landscape proposals provide for substantial ecological enhancement that includes new native species planting. Additional enhancement measures will include the following:

- Installation of bat and bird boxes in existing trees and on new buildings on the site;
- Preserving and enhancing habitat features currently present and considered of value, such as mature trees and hedgerows, to improve ecological quality and structure;
- Planting of new species-rich hedgerow, scrub and woodland to create new wildlife corridors enhancing connectivity both within and leading off site; and
- An Ecological Management Plan outlining the above, which will be agreed with statutory consultees prior to commencing works.

Overall, the proposed enhancement will provide a net gain for biodiversity and will contribute to the objectives identified in the Devon Biodiversity Action Plan.



Key

— Site Allocation

**Flora**

Existing Hedgerows

● Feature Broadleaved Trees

**Fauna**

--- Potential Habitat for Otters

□ Potential Bat Roosts

■ Site of Wildlife Interest

**Land**

SI Poor Semi-Improved Grassland

I Improved Grassland

A Arable Land



## 6.8 Hydrology

### **Survey/Analysis:**

Flood risk and flood zoning.

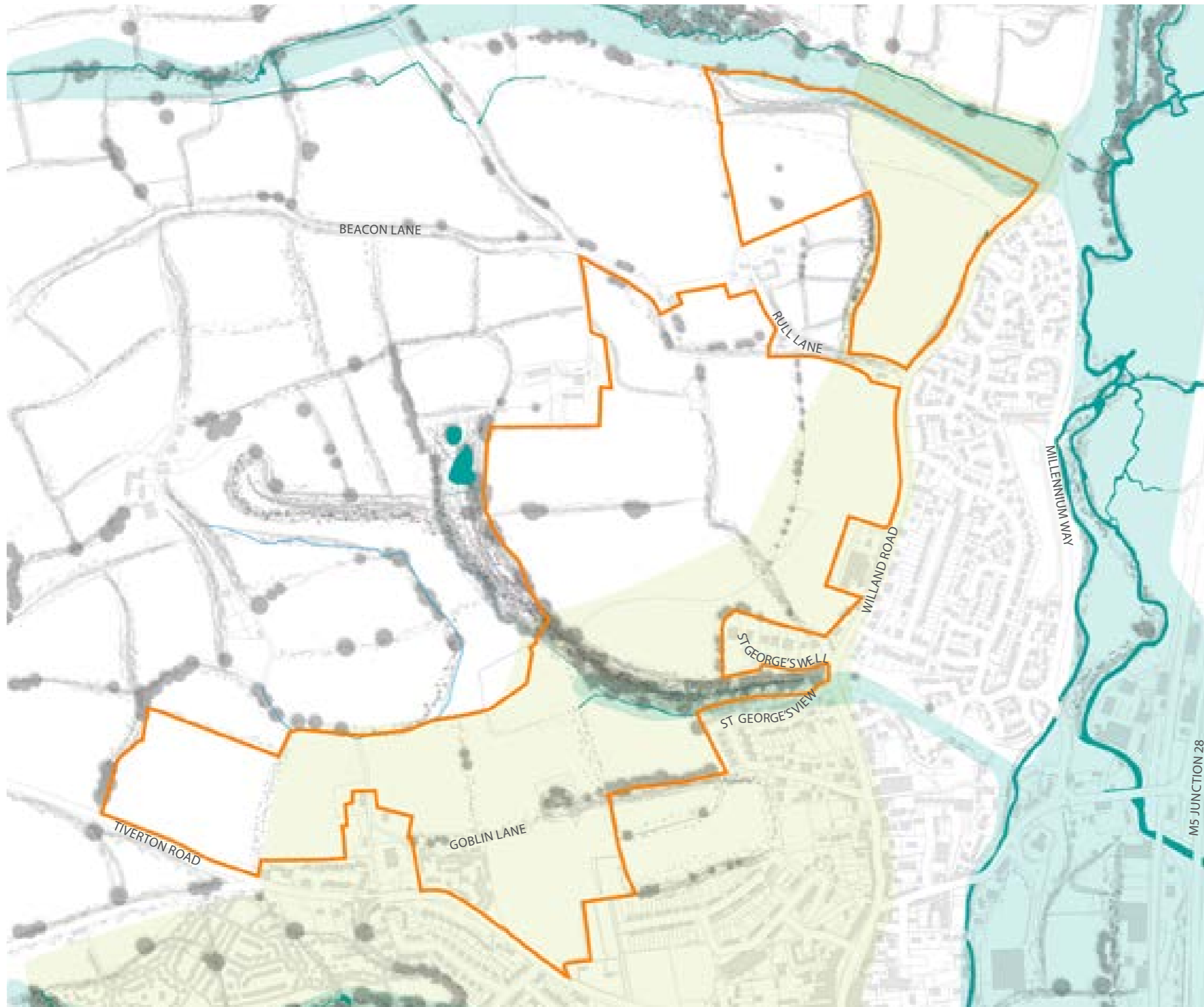
### **Situation/Summary:**

The stream running east to west through the valley in between St Andrew's Hill and Rull Hill has a narrow floodplain. There is a stream forming the northern boundary of the site which also has a larger flood plain, most of which is not included in the site.

A part of the site is located within the Cullompton Critical Drainage Area where surface water runoff will need to be carefully considered at design stage so as not to increase flood risk elsewhere.

### **Opportunity/Constraint:**

Proposals should exclude flood risk zones from any developable area. The potential to incorporate these zones into areas of open space should be explored.



- Key
- Site Allocation
  - Flood zone
  - Watercourse
  - Critical Drainage Area

Flooding



## 6.9 Utilities

### **Survey/Analysis:**

Water/ gas mains and overhead power lines

### **Situation/Summary:**

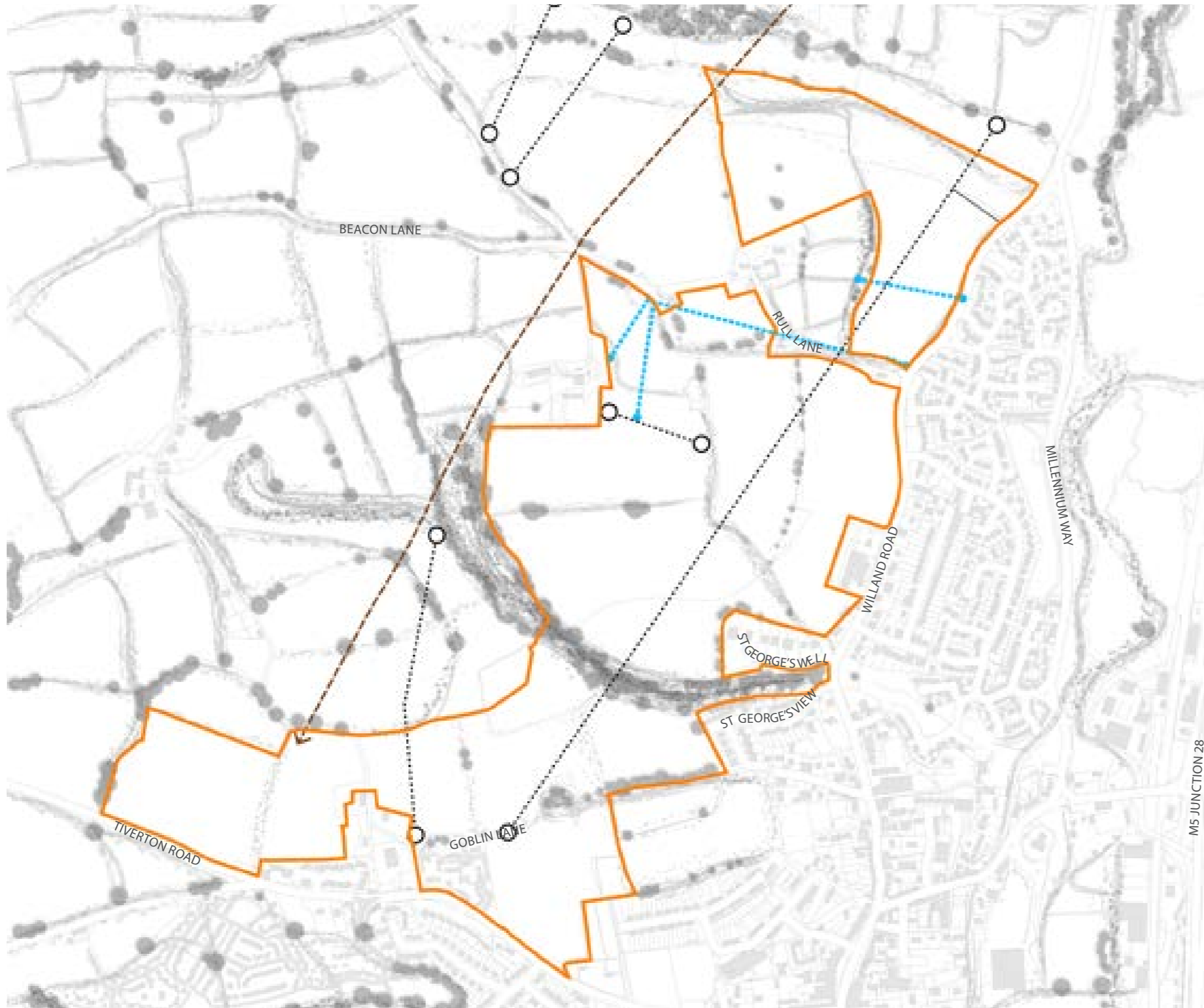
Investigations with the local utilities providers was conducted across the site. The main concern is the gas main that skirts the site to the west and requires a 5 m easement on either side. A number of overhead power lines cross the site and in addition there are a number of water mains on site that serve the properties off Rull lane. These water mains will require a 4.2 m easement.

### **Opportunity/Constraint:**

The gas and water mains have been incorporated within the master plan and the overhead power lines would be re routed and possibly grounded into the fabric of the proposed master plan at detailed design stage.

The easement to the gas main has been accommodated with a buffer zone in the far south west of the site and the water mains situated within the streetscape/ public open space.





- Key
- Site Allocation
  - - - Water Mains
  - - - Gas Mains
  - ..... Overhead Power Line



## 6.10 Cultural Heritage

### Survey/Analysis:

Heritage Statement and Archaeological Survey

### Situation/Summary:

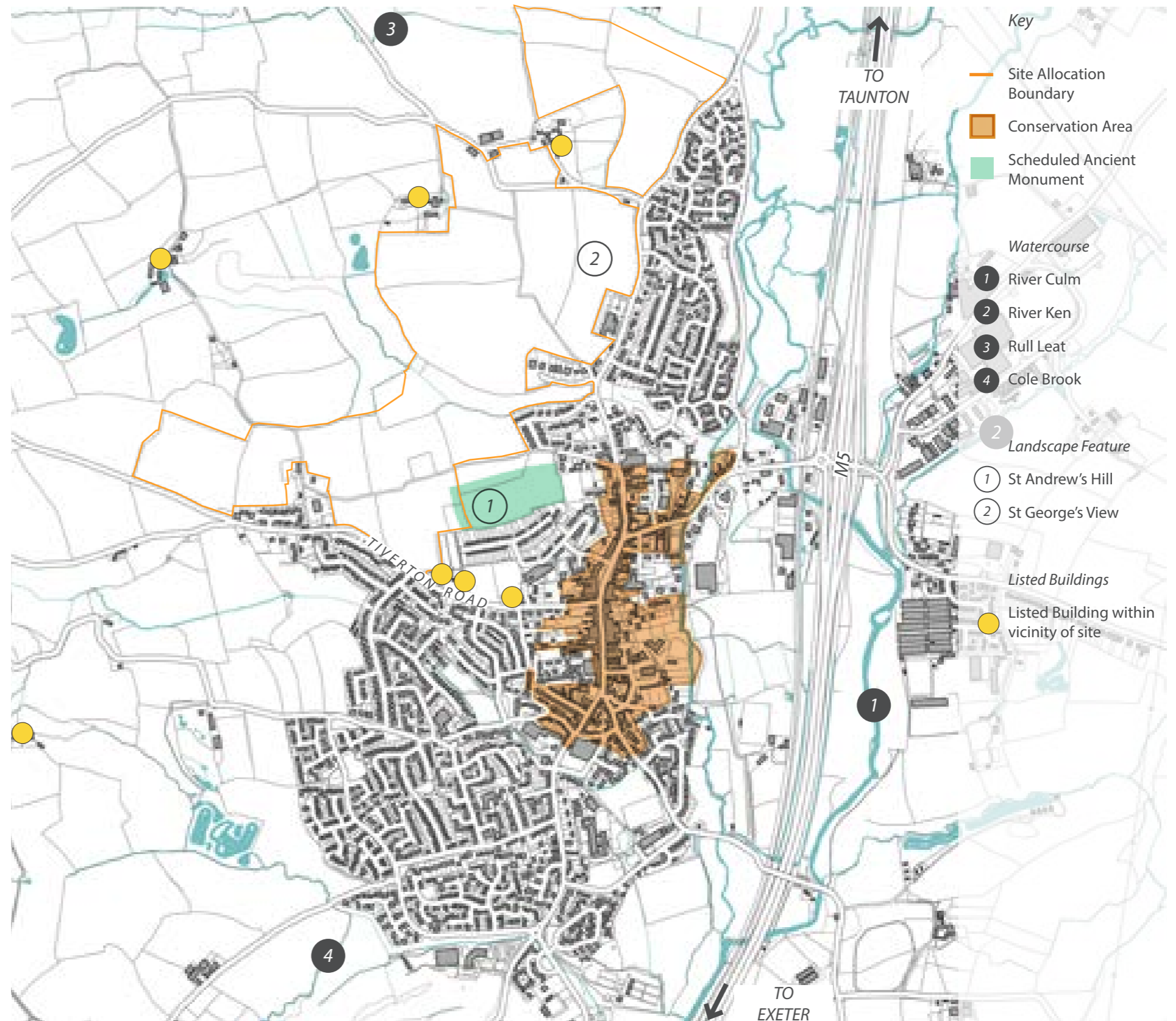
There are no designations or listed buildings within the site boundary, however, there are a number of listed buildings within close proximity to the site. The most notable of which include the Grade I listed Moorstone Barton is located to the north of the application area, and as a farmhouse does not have any designed views or landscapes forming a significant part of its setting.

In addition, based on current evidence there are known non-designated heritage assets which are likely to be directly impacted upon by development depending on design and layout of the proposed scheme, but there is nothing identified at this level of assessment that would be considered to act as a constraint to developing the land.

The Roman forts and camps situated on St Andrew's Hill are a Scheduled Ancient Monument and are considered to be assets of high significance. This physical setting has undergone significant alteration since the Romano-British period and, in combination with the local growth of trees and hedge banks, the increasing built-up areas of the town make a full comprehension of this topography more difficult in the field. The visual setting of the monument has also been altered by these developments and the setting of this asset is now better appreciated through the additional use of mapping.

### Opportunity/Constraint:

Despite the alterations which have taken place surrounding the Scheduled Ancient Monument, the setting of this asset makes a contribution to its significance, so given its proximity to the allocation area it is considered to be susceptible to impact by the proposed development. Proposals will need to ensure that there will be no significant effects on any Listed Buildings located in proximity to the proposed development site via the alteration to their settings. The masterplan has sought to achieve this. Archaeological investigations of the site will be required. Archaeological finds in the area include some on site in the area on and around St George's Hill.



Cultural Heritage Wider Context



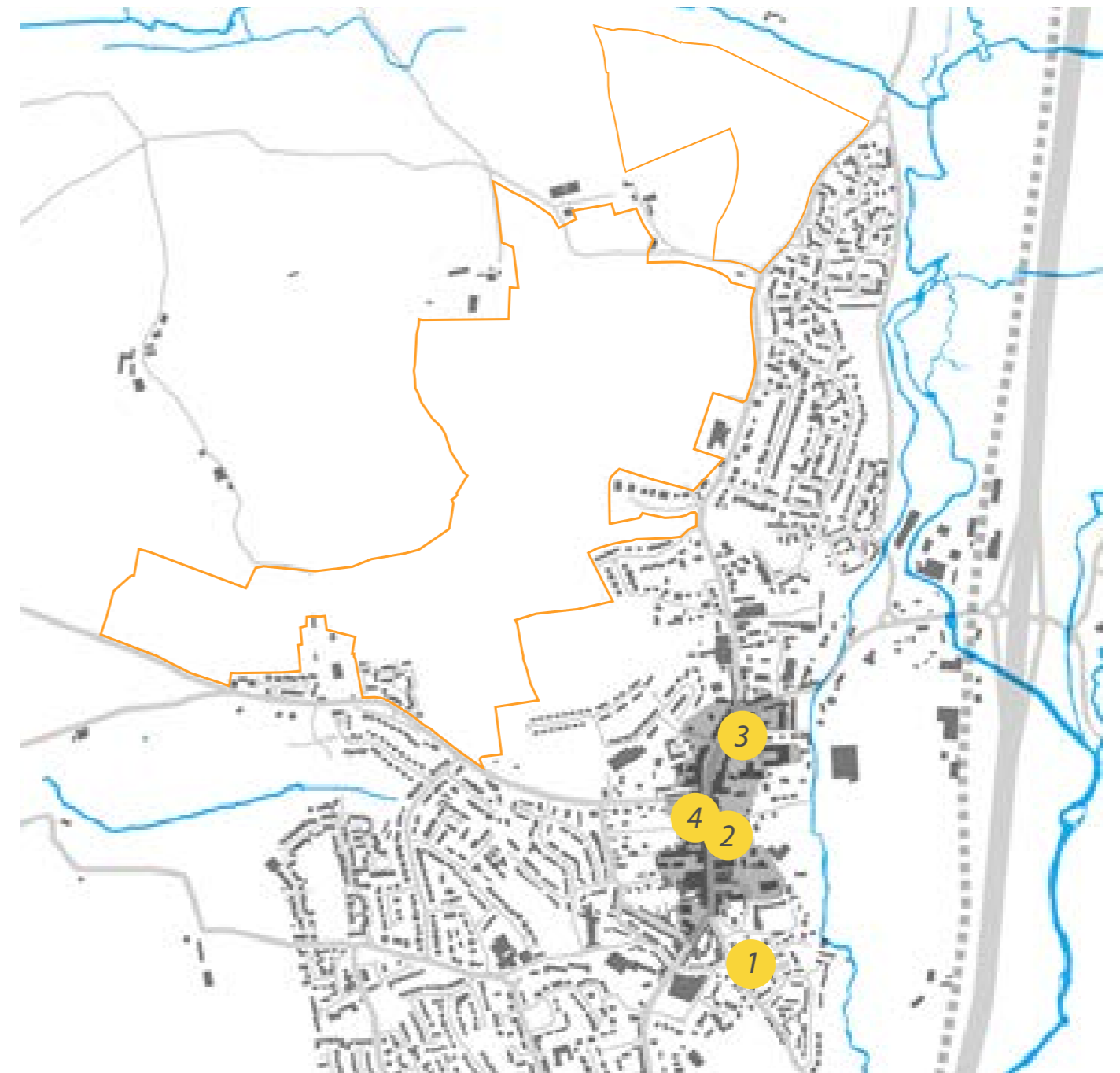
Key

- Site Allocation
  
- Archaeology*
- S Sites of Significant Archaeological Finds
- NS Sites of Non-significant Archaeological Finds
- Site of Ancient Roman Settlements
- Sites of Archaeological Research
  
- Heritage*
- Conservation Area



## 6.11 Character and Building Traditions

Cullompton has a historic character and appearance of its own. Many historic areas in the town point to how more densely developed new areas of townscape might be designed to reflect the character of the market town. There are some good examples of simple terraced housing from which inspiration and cues might be taken. There are some distinctive landmark buildings which point to how buildings with a more public function might be designed and positioned in the town. The prevailing facing materials used are brick and render. The scale, form, use of detail in building and landscape design, and townscape quality to the town could provide reference points for new development.





1 Looking towards St Andrew's Church



2 Local shops, cafés and Town Hall



3 Higher Bull Ring



4 The Manor House

# Appendix B





Appendix B

## 7.0 Consultations

# 7.1 First Round Public Consultation

## Board No. 1 - Allocation

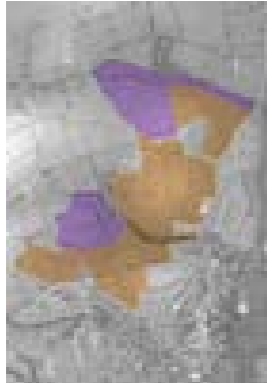
### 1 ALLOCATION

**What is in the allocation?**

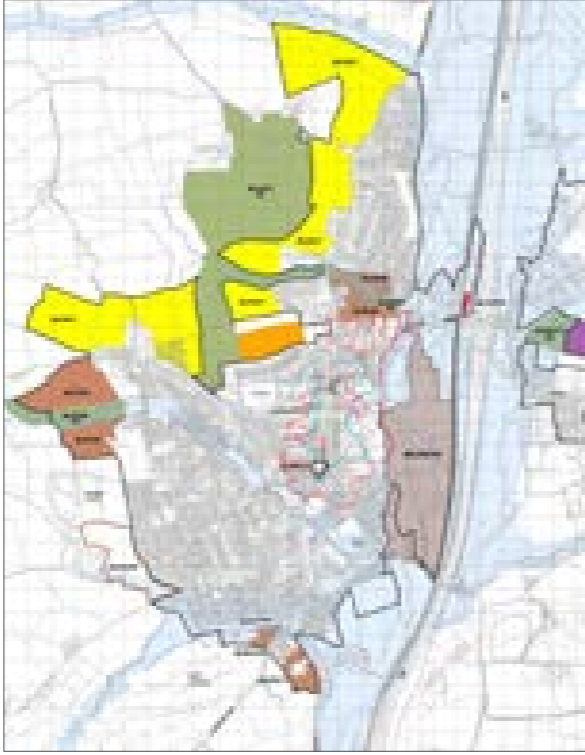
- Mixed use development
- 1100 houses
- 385 of which are affordable houses
- Important link road
- New primary school
- Green infrastructure (28ha)
- Sports pitches
- Employment
- Local centre
- Gypsy and traveller pitches

However, the original allocation was not informed by detailed survey work.

**FURTHER LAND IS BEING CONSIDERED FOR INCLUSION WITHIN THE ALLOCATION AS PART OF THE LOCAL PLAN REVIEW PROCESS. THIS DOES NOT FORM PART OF THIS CONSULTATION**



**MID DEVON LOCAL PLAN POLICIES MAP OCTOBER 2013**  
GROSS DEVELOPMENT AREA: 42.5ha  
GROSS GI AREA: 32.3ha



**Key**

<b>Boundaries</b>	<b>Heritage</b>	<b>Ecology</b>	<b>Access</b>	<b>Utilities</b>
Settlement Limit	Conservation Area	Species Poor Hedgrows	Public Footpath	Overhead Electric Cables
Conservation Area	County Wildlife Site (2007 data)	Species Rich Hedgrows	Brick Path	Underground Gas Pipes
Residential	Employment	Species Poor Hedgrows with Trees	Roads	Underground Water Pipes
Contingency Housing Site	Town Centre Boundary	Species Rich Hedgrows with Trees	Flooding	<b>Landscape Features</b>
			Watercourse	Red Hill
			Floodzone	Red Hill
				St Andrews Hill

## Board No. 2 - Constraints and Opportunities

### 2 CONSTRAINTS AND OPPORTUNITIES

Detailed survey work has been carried out across the site in order to properly inform a framework masterplan.


To date the surveys that have been carried out are:

- Ecology
- Landscape evaluation
- Visual impact assessment
- Topography
- Flooding and drainage
- Existing utilities
- Archaeology
- Heritage Constraints
- Transport and Access

The findings from these surveys are summarised on the plan to the right.

These surveys have allowed the team to analyse the actual quantum of development and green infrastructure that can be delivered.

Further details may be found at [www.middevon.gov.uk/masterplanning](http://www.middevon.gov.uk/masterplanning)



**Key**

<b>Boundaries</b>	<b>Heritage</b>	<b>Ecology</b>	<b>Access</b>	<b>Utilities</b>
Site Boundary	Conservation Area	Species Poor Hedgrows	Public Footpath	Overhead Electric Cables
		Species Rich Hedgrows	Brick Path	Underground Gas Pipes
<b>Archaeology</b>	<b>Ecology</b>	Species Poor Hedgrows with Trees	Roads	Underground Water Pipes
Sites of Significant Archaeological Finds	Species Rich Hedgrows	Species Rich Hedgrows with Trees	Flooding	<b>Landscape Features</b>
Sites of Non-significant Archaeological Finds	Species Poor Hedgrows	Species Rich Hedgrows with Trees	Watercourse	Red Hill
Sites of Ancient Roman Settlements	Species Rich Hedgrows with Trees	Species Rich Hedgrows with Trees	Floodzone	Red Hill
Sites of Archaeological Research				St Andrews Hill


## Board No. 3 - Emerging Key Issues (developable area)

### 3 EMERGING KEY ISSUES

DEVELOPABLE AREA/ QUANTUM AND DISTRIBUTION OF DEVELOPMENT AND GREEN INFRASTRUCTURE

Restricting development to the current allocation will not allow for delivery of the housing numbers or associated infrastructure/community facilities.

The challenge to the promoters is to address this problem.



**Option 1: Development within current allocation, informed by survey work**  
700 HOUSES  
GROSS DEVELOPMENT AREA: 31.6ha  
GROSS GI AREA: 43.2ha

**Option 2: Green Infrastructure redistribution within the wider allocation**  
1000+ HOUSES  
GROSS DEVELOPMENT AREA: 45.1ha  
GROSS GI AREA: 29.7ha

**CURRENT GI ALLOCATION INCLUDES SUBSTANTIAL AREAS OF PRIVATE LAND**  
Surveys carried out have revealed that not all the allocated land can be developed, which limits housing numbers to c. 700 and inflates the green infrastructure (GI) from the allocated 32.3ha to 43.2ha.

**GI REDISTRIBUTED, ALL LAND ACCESSIBLE TO PUBLIC**  
By redistributing the housing land and green infrastructure (GI) in an informed way, most of the dwellings and infrastructure/ community benefits required by policy can be delivered, subject to viability.

Proposals can deliver accessible infrastructure including:

- equipped play space
- adult sports pitches
- the school playing field
- allotments, along with an extension to the cemetery
- a mix of informal open space
- orchards
- planting/landscaping
- wildlife corridors



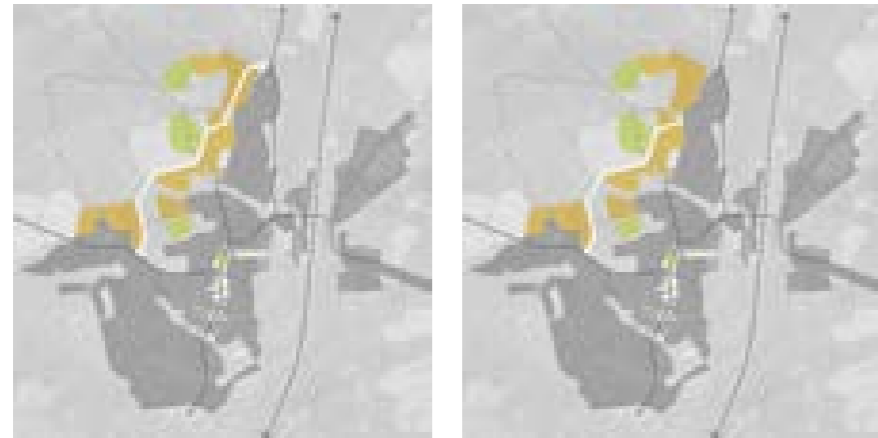
## Board No. 4 - Emerging Key Issues (link road)

### 4 EMERGING KEY ISSUES LINK ROAD



Further to the surveys that have been carried out, namely the topographical surveys, and transport analysis, two options for the road alignment have been designed.

Analysis indicates that the position of the road link to Tiverton Road should be located between Olympian Way and the cemetery extension.



**Option 1: The road linking Tiverton Road to roundabout at Millennium Way**

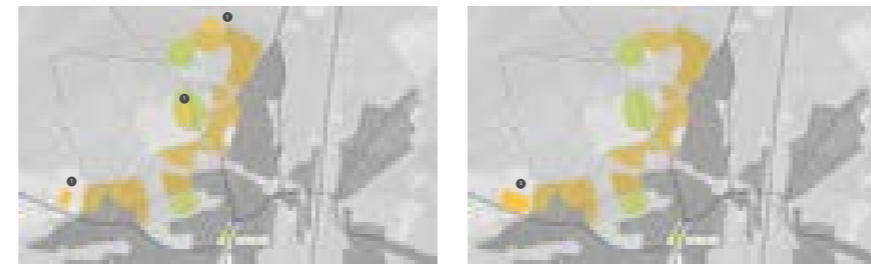
- Pros:**
- + Good access to proposed employment site if allocated here and to junction 28.
  - + Allows traffic calming further down Willand Road, and would reduce level of traffic driving into town centre.
  - + Works with contours to minimise requirement for earthworks.
- Cons:**
- Would potentially affect character of Rull Lane.
  - Would create 2 parallel access roads at Northern end of site leading to inefficient layout.
  - Difficult to cross Rull Lane.
  - Takes up housing land unnecessarily.
  - Far more expensive and would take longer to construct.

**Option 2: The road linking Tiverton Road to Willand Road**

- Pros:**
- + More direct access onto Willand Road.
  - + Allows traffic calming further down Willand Road, and would reduce level of traffic driving into town centre.
  - + Works with contours to minimise requirement for earthworks.
  - + Does not need to cut across Rull Lane.
  - + Cost efficient and time efficient to construct.
- Cons:**
- Less direct link to junction 28.

## Board No. 5 - Emerging Key Issues (playing pitches)

### 5 EMERGING KEY ISSUES PLAYING PITCHES

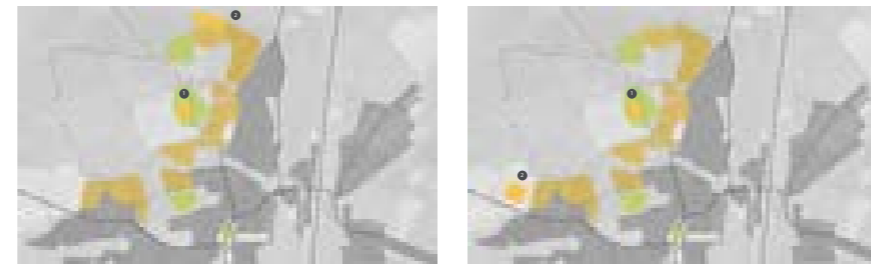


**Option 1: Playing pitches split between Rull Hill and land to the North and South**

- Pros:**
- + Flat land.
  - + Good spread North to South.
- Cons:**
- Land to North is distant from Cullompton and rest of the development.
  - Flat land to North is in the flood zone.
  - Maintenance will not be easy to coordinate across three sites.
  - Too scattered for co-ordinated use.
  - Pitches to the West are on the edge of the development.

**Option 2: Playing pitches on land to West**

- Pros:**
- + Good access from Tiverton Road.
  - + Flat land.
- Cons:**
- Pitches divorced from school.
  - Too concentrated in one location.
  - If School is on Rull Hill, site isolated.
  - Pitches to the West are on the edge of the development.
  - Pitches take away substantial development land.



**Option 3: Playing pitches split between Rull Hill and land to North**

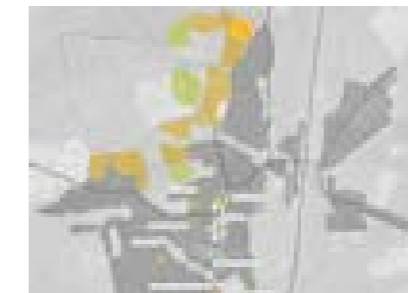
- Pros:**
- + Rull Hill location will allow shared facilities with school (if located here).
  - + Pitch on Rull Hill at the heart of allocated green infrastructure.
  - + Rull Hill near existing primary schools.
  - + Pitches to the North can be accessed from Willand Road.
- Cons:**
- Land to North is distant from Cullompton and rest of the development.

**Option 4: Playing pitches split between Rull Hill and land to West**

- Pros:**
- + Good central location and access from Tiverton Road.
  - + Rull Hill location will allow shared facilities with school (if located here).
  - + Flat land.
  - + Good spread of pitches across the site.
  - + Pitches on Rull Hill at the heart of allocated green infrastructure.
  - + Rull Hill near existing primary schools.
- Cons:**
- Pitches to the West are on the edge of the development.

## Board No. 6 - Emerging Key Issues (school)

### 6 EMERGING KEY ISSUES SCHOOL



**Option 1: School on North-East area**

- Pros:**
- + Topography is suited to school and pitches.
  - + On existing bus routes.
  - + Access to junction 28.

- Cons:**
- The site is too far north to serve the area suitably.
  - The land offers best housing land within the urban extension and provision of the school here would undermine viability and in turn delivery.
  - The opportunity of connecting to the countryside is not realised.
  - Would make keeping traffic out of town more difficult to manage.
  - Reduce impact of new road.
  - Potential conflict with relationship to commercial centre if allocated here.



**Option 2: School next to Health Centre**

- Pros:**
- + Next to the health centre useful for joint visits.
  - + Good pedestrian access from existing road.
  - + Good access to Willand Road. On existing bus route.
  - + In a central location.

- Cons:**
- Will make it more difficult to encourage traffic movements away from the town centre.
  - Will significantly reduce housing numbers.
  - Topography not ideal for buildings or sports pitches - more expensive to construct.
  - Sports pitches most likely will be separated from school buildings.
  - Will create traffic concentration in sensitive area and lead to possible problems with parking at health centre.



**Option 3: School on Rull Hill**

- Pros:**
- + Provides the opportunity to make community facilities the focal point of the urban extension.
  - + Makes more sense of the alignment of the link road.
  - + On new road with new bus route.
  - + In a central location.
  - + Will make it easier to draw traffic away from the town centre.
  - + Provides sufficient space to ensure that the school buildings, sports pitches and other outdoor space are together.
  - + It is within a 200m walk of the health centre.
  - + Land is flat and therefore suitable for sports pitches and large footprint school buildings - less expensive to build than other options.
  - + The school will be able to connect positively

- with the mid Devon countryside - views and direct links.
- + A school and pitches can be integrated visually into the landscape.
  - + Pitches on the top of the hill will drain more easily.
  - + Purpose built parking and access from the link road would not conflict with other uses.
- Cons:**
- Perceived issue that a school on the hill might be a problem from a pedestrian access perspective, but gradient will be reduced to 1 in 15, which is within guidelines.
  - Visual impact will need to be handled sensitively.
  - On land allocated for green infrastructure.


# 7.1 First Round Public Consultation

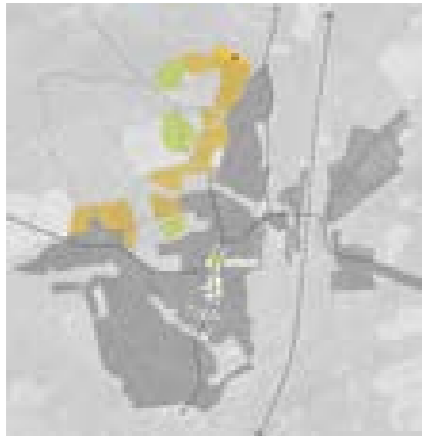
## Board No. 7 - Emerging Key Issues (employment)

### 7 EMERGING KEY ISSUES EMPLOYMENT

The Council's Employment Land Review recommends a reduction in the amount of employment at North West Cullompton from 40,000 sqm to 10,000 sqm.

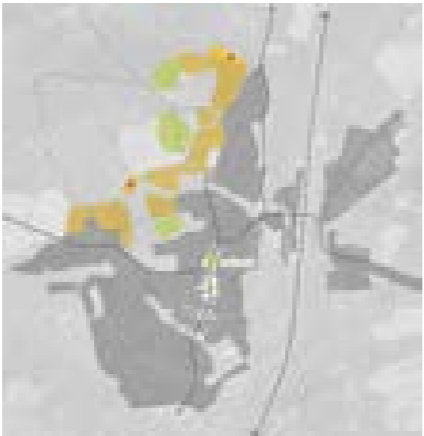
Further details may be found at [www.middevon.gov.uk/masterplanning](http://www.middevon.gov.uk/masterplanning)






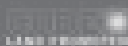


**Option 1: 10,000 m<sup>2</sup> of employment in North-East corner**

<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>+ Good links to Millennium Way and onwards to M5.</li> <li>+ Reflects Employment Land Review recommendations for amount of employment.</li> </ul>	<p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>- Site visible on approach to Cullompton from the North.</li> </ul>
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**Option 2: 10,000 m<sup>2</sup> of employment split between the North and the South**

<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>+ Good links to Millennium Way in the North and Tiverton Road in the South.</li> <li>+ Reflects Employment Land Review recommendations for amount of employment.</li> <li>+ Two areas provide opportunity for a range of employment types.</li> <li>+ Southern area will form new local centre and encourage traffic to use link road going South.</li> </ul>	<p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>- Northern site visible on approach to Cullompton.</li> </ul>
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## Board No. 8 - Emerging Key Issues (gypsy and traveller sites)

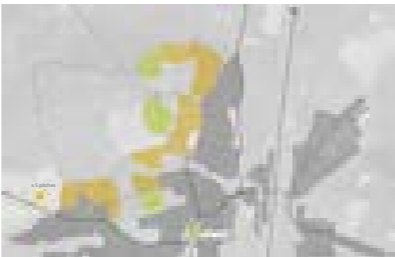
### 8 EMERGING KEY ISSUES GYPSY AND TRAVELLER SITES

5 pitches need to be provided - the above options are proposed.

The gypsy and traveller communities will also be consulted in order to decide which option and layout would be most suitable.




**Option 1: Gypsy and traveller sites on the West of site**





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**Option 2: Gypsy and traveller sites on the North of site**




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**Option 3: Gypsy and traveller sites split between West and North of the site**





## Board No. 9 - Framework Plan Option 1

### 9 FRAMEWORK PLAN OPTION 1 700 HOUSES


Surveys carried out have revealed that not all the allocated land can be developed, which limits housing numbers to c. 700 and inflates the green infrastructure (GI) from the allocated 32.3ha to 43.2ha. This option fails to deliver all the necessary infrastructure/community benefits.




**MID DEVON LOCAL PLAN POLICIES MAP**  
GROSS DEVELOPMENT AREA: 42.5ha  
GROSS GI AREA: 32.3ha







**INFORMED FRAMEWORK PLAN WITHIN ALLOCATION - 700 HOUSES**  
GROSS DEVELOPMENT AREA: 31.6ha  
GROSS GI AREA: 43.2ha



**CURRENT GI ALLOCATION INCLUDES SUBSTANTIAL AREAS OF PRIVATE LAND**




Board No. 10 - Framework Plan Option 2

Board No. 11 - Your Views Count

## 10 FRAMEWORK PLAN OPTION 2

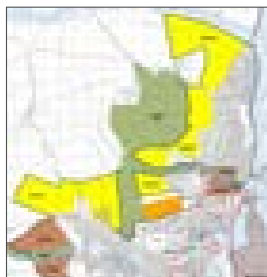


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### OPTION 2 (GREEN INFRASTRUCTURE REDISTRIBUTED) 1000+ HOUSES

By redistributing the housing land and green infrastructure (GI) in an informed way, most of the dwellings and infrastructure/ community benefits required by policy can be delivered, subject to viability. This proposal exceeds the policy GI requirement of 28ha.

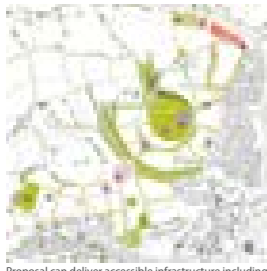
**MID DEVON LOCAL PLAN POLICIES MAP**  
GROSS DEVELOPMENT AREA: 42.5ha  
GROSS GI AREA: 32.3ha



**GI REDISTRIBUTED PLAN - 1000+ HOUSES**  
GROSS DEVELOPMENT AREA: 45.1ha  
GROSS GI AREA: 29.7ha







**GI REDISTRIBUTED, ALL LAND ACCESSIBLE TO PUBLIC**




Proposal can deliver accessible infrastructure including:

- equipped play space
- adult sports pitches
- the school playing field
- allotments, along with an extension to the cemetery
- a mix of informal open space
- orchards
- planting/landscaping
- wildlife corridors

## 11 YOUR VIEWS COUNT



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### Proposed Content of the Masterplan Supplementary Planning Document

**Setting the Scene**  
*Policy background, the purpose of the document and a summary of the consultation.*

- Introduction**
  - 1.1 The Purpose and Role of the Document
  - 1.2 Planning Policy Context
  - 1.3 Consultation
  - 1.4 Design Process
- About the Site**
  - 2.1 The Site and It's Location
  - 2.2 Land Ownership
  - 2.3 Context Plans
  - 2.4 Site Constraints and Opportunities

**Achieving A Quality Place**  
*Setting out the vision, development concept and masterplan alongside a framework for implementation and phasing.*

- Development, Vision and Concept**
  - 3.1 The Vision and Development Objectives
  - 3.2 The Concept
  - 3.3 Guiding Principles
- Creating the Structure**
  - 4.1 Masterplan
  - 4.2 Amount and Use (Land Budget)
  - 4.3 Movement
  - 4.4 Land Use
  - 4.5 Landscape and Open Space
- Delivering the Place**
  - 5.1 Implementation, Phasing and Delivery
  - 5.2 Infrastructure Requirements
  - 5.3 Monitoring and Review
  - 5.4 Requirements of Future Planning Applications

**Appendix**  
*A summary of factors shaping development (Analysis and Constraints)*

### How to get involved?

- 1 Fill out a comments form.
- 2 Have a look at our website.
- 3 Take away a comment form and post it back to us by the **12th October 2014**.
- 4 Send us an email.

The deadline for written responses is **12th October 2014**.

**@**  
**Email us**  
planningconsultations@middevon.gov.uk

**WWW**  
**Website**  
www.middevon.gov.uk/masterplanning

**✉**  
**Write to us**  
NW Cullompton masterplanning consultation  
Forward Planning  
Mid Devon District Council  
Phoenix House  
Tiverton EX16 6PP

**Next steps**

**October:** Council considers responses to the initial consultation

**November:** Draft masterplan prepared

**December:** Draft masterplan considered by Mid Devon District Council Cabinet, for public consultation

**December - January:** A second stage of public consultation on draft masterplan

**February:** Council considers responses to the consultation

**February - March:** Final masterplan prepared





**March:** Masterplan considered by Mid Devon District Council Cabinet

**March:** Masterplan considered by a meeting of the full Council (to decide whether to adopt the masterplan as a Supplementary Planning Document)

**THE PROJECT TEAM**

<p>Codex Land PCC Promoter c/o UK Consultant ambrosefeldman@yahoo.co.uk</p> <p>Persimmon Homes Developer www.persimmonhomes.com</p> <p>PM Asset Management Promoter www.pmasstmanagement.co.uk</p> <p>PCL Planning Consultants www.pclplanning.co.uk</p> <p>GL Hearn Planning Consultants www.glhearn.com</p> <p>Clifton Emery Design Urban Designers, Landscape Architects, Architects www.cliftonemerydesign.co.uk</p> <p>Keep Architects, Urban Designers www.keeparchitecture.co.uk</p>	<p>WSP Traffic and Transport www.wspgroup.com</p> <p>Engain Ecology Ecology and Nature Conservation www.engain.com</p> <p>EAD Ecology Ecology and Nature Conservation www.eadconsult.co.uk</p> <p>Hydrock Environmental Consultants www.hydrock.com</p> <p>Michael Heaton Heritage Consultants www.michaelheaton.co.uk</p> <p>AC Archaeology Archaeologists http://www.acarchaeology.co.uk</p>
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*The masterplan proposals have been prepared in conjunction with Mid Devon District Council*

© **Keep Architecture Ltd.**  
1.3 Temple Studios, Bristol. BS1 6QA

**t.** 0117 325 0359  
**w.** [www.keeparchitecture.co.uk](http://www.keeparchitecture.co.uk)

© **Clifton Emery Design**  
3 Silverdown Office Park, Fair Oak Close, Exeter, EX5 2UX

**t.** 01392 368 866  
**w.** [www.cliftonemerydesign.co.uk](http://www.cliftonemerydesign.co.uk)