

Public Document Pack

Mid Devon District Council

Cabinet

Tuesday, 17 May 2022 at 10.00 am
Phoenix Chamber, Phoenix House, Tiverton

Next ordinary meeting
Tuesday, 14 June 2022 at 10.00 am

PLEASE NOTE: - this meeting will take place at Phoenix House and members of the Public and Press are encouraged to attend via Zoom wherever possible. The Protocol for Hybrid Meetings explains how this will work. Please do not attend Phoenix House without contacting the committee clerk in advance, in order that numbers of people can be appropriately managed in physical meeting rooms.

Join Zoom Meeting

<https://us06web.zoom.us/j/84048601374?pwd=ekFpTjNWdm42SGR3ZjE1SloxTGtwUT09>

Meeting ID: 840 4860 1374

Passcode: 729009

One tap mobile

08000315717,,84048601374#,,,*729009# United Kingdom Toll-free

08002605801,,84048601374#,,,*729009# United Kingdom Toll-free

Dial by your location

0 800 031 5717 United Kingdom Toll-free

0 800 260 5801 United Kingdom Toll-free

0 800 358 2817 United Kingdom Toll-free

Meeting ID: 840 4860 1374

Passcode: 729009

Membership

Cllr R M Deed

Cllr C J Eginton

Cllr R J Chesterton

Cllr Mrs C P Daw

Cllr D J Knowles

Cllr B A Moore

Cllr S J Penny

Cllr C R Slade

AGENDA

Members are reminded of the need to make declarations of interest prior to any discussion which may take place

1. **Apologies**
To receive any apologies for absence.
2. **Public Question Time**
To receive any questions relating to items on the Agenda from members of the public and replies thereto.
3. **Declarations of Interest under the Code of Conduct**
To record any interests on agenda matters.
4. **Minutes of the Previous Meeting** *(Pages 3 - 10)*
To consider whether to approve the minutes as a correct record of the meeting held on 5 April 2022.
5. **Cullompton HSHAZ - Higher Bullring Public Realm Enhancement** *(Pages 11 - 36)*
To consider a report of the Director of Place requesting approval of the Cullompton Higher Bullring public realm enhancement concept design for public consultation, and to handover to Devon County Council for design development and implementation.
6. **North West Cullompton Masterplan** *(Pages 37 - 180)*
To receive a report of the Director of Place seeking approval for public consultation on the draft updated NW Cullompton Masterplan SPD.
7. **Update from the Cabinet Member for Continuous Improvement**
To receive a verbal update from the Cabinet Member on the progress in driving improvement in services across the Council.
8. **Notification of Key Decisions** *(Pages 181 - 190)*
To note the contents of the Forward Plan.

Stephen Walford
Chief Executive
Monday, 9 May 2022

Covid-19 and meetings

From 7 May 2021, the law requires all councils to hold formal meetings in person. However, the Council is also required to follow government guidance about safety during the pandemic. The Council will enable all people to continue to participate in meetings via Zoom.

You are strongly encouraged to participate via Zoom to keep everyone safe - there is limited capacity in meeting rooms if safety requirements are to be met. There are restrictions and conditions which apply to those in the building and the use of the building. You must not attend a meeting at Phoenix House without complying with the requirements in the new protocol for meetings. You must follow any directions you are given.

Please read the new meeting protocol which is available here: [REVISEDMeetingProtocolupdateMarch2022.docx.pdf \(middevon.gov.uk\)](#)

If you want to ask a question or speak, email your full name to Committee@middevon.gov.uk by no later than 4pm on the day before the meeting. This will ensure that your name is on the list to speak and will help us ensure that you are not missed – as you can imagine, it is easier to see and manage public speaking when everyone is physically present in the same room. Notification in this way will ensure the meeting runs as smoothly as possible.

If you would like a copy of the Agenda in another format (for example in large print) please contact Sally Gabriel on:

E-Mail: sgabriel@middevon.gov.uk

Public Wi-Fi is available in all meeting rooms.

This page is intentionally left blank

MID DEVON DISTRICT COUNCIL

MINUTES of a **MEETING** of the **CABINET** held on 5 April 2022 at 10.00 am

Present

Councillors

R M Deed (Leader)
R J Chesterton, Mrs C P Daw, C J Eginton,
R Evans, D J Knowles, B A Moore and
C R Slade

Also Present

Councillor(s)

J Cairney, S J Clist, L J Cruwys, R J Dolley, J M Downes,
B Holdman, F W Letch, L D Taylor and B G J Warren

Also Present

Officer(s):

Stephen Walford (Chief Executive), Andrew Jarrett (Deputy Chief Executive (S151)), Richard Marsh (Director of Place), Karen Trickey (District Solicitor and Monitoring Officer), Matthew Page (Corporate Manager for People, Governance and Waste), Dean Emery (Corporate Manager for Revenues, Benefits and Recovery), Tristan Peat (Forward Planning Team Leader), Nicola Cuskeran (Interim Corporate Performance Manager & Safeguarding Officer), Jessica Watts (Member Services Apprentice) and Sally Gabriel (Member Services Manager)

166. APOLOGIES (00-02-39)

There were no apologies for absence.

167. PUBLIC QUESTION TIME (00-02-45)

Mr Morgans referring to Item 8 (Junction 27/28) asked whether the Council had considered development of a different type on the J27 site, for example joint working with the County Council, Parish Councils and the NHS to provide convalescence and care units to reduce bed blocking or even affordable housing units – this would be a useful development for the benefit of the larger community and the NHS, even a triage hub could be developed – he asked whether this was of any interest to the Cabinet?

The Leader stated that both the Cabinet and officers had noted this idea and that this would be considered.

168. DECLARATIONS OF INTEREST UNDER THE CODE OF CONDUCT (00-50-10)

Members were reminded of the need to make declarations of interest if and when necessary.

169. **MINUTES OF THE PREVIOUS MEETING (00-0516)**

The minutes of the previous meeting were approved as a correct record and signed by the Chairman.

170. **SINGLE EQUALITIES POLICY AND EQUALITY OBJECTIVES (00-05-52)**

Following a report of the Director of Business Improvement and Operations the Community Policy Development Group had made the following recommendation: that the Single Equality Scheme and the Equality Objectives for 2022-2023 be adopted.

The Cabinet Member for the Working Environment and Support Services outlined the contents of the report highlighting the work that had been completed in the last year.

Consideration was given to the number of officers trained in mental health first aid, the accessibility of Phoenix House and whether Members should be trained in first aid

RESOLVED that the Single Equality Scheme and the Equality Objectives for 2022-2023 be adopted.

(Proposed by Cllr C J Eginton and seconded by Cllr C R Slade)

Reason for the decision - To ensure that the Council was in compliance with the Equality Act 2010

Note: *Report previously circulated and attached to the minutes

171. **SAFEGUARDING CHILDRENS AND ADULTS AT RISK POLICY AND PROCEDURES (00-13-13)**

Following a report of the Director of Business Improvement and Operations, the Community Policy Development Group had made the following recommendation: that the Safeguarding Children's and Adults at Risk Policy and Procedures be adopted.

The Cabinet Member for the Working Environment and Support Services outlined the contents of the report stating that over the last year the number of referrals and allegations made by officers totalled 41 incidents, 33 of the referrals had been made by the Housing Service.

Consideration was given to the work of the Housing Officers, their daily dealings with the public and how proactive they had been in recognising issues.

RESOLVED that the Safeguarding Children's and Adults at Risk Policy and Procedures be adopted.

(Proposed by Cllr C J Eginton and seconded by Cllr Mrs C P Daw)

Reason for the decision: To ensure that the Council met its legal obligations in respect to safeguarding and child protection

Note: *Report previously circulated and attached to the minutes

172. CORPORATE PLAN 2020-24 - MID POINT REVIEW (00-16-40)

The Cabinet had before it and noted a *report of the Chief Executive considering the progress against delivery for the Corporate Plan 2020-2024 at its midway point.

The Leader outlined the contents of the report stating that it had been two year's since the Council adopted its second Corporate Plan and that now was the time to reflect on the progress of delivery and refresh the plan as necessary. The plan had been adopted just weeks prior to the start of the pandemic which had impacted on some of the delivery strands.

Consideration was given to:

- The designation of the Exe Valley AONB and whether any progress had been made on the proposal, the process for designating an area of outstanding natural beauty and whether the idea should be put on hold until the Government changed its processes
- The Mid Point Review would be considered by the Policy Development Groups and return to Cabinet for further consideration with a view to updating the Corporate Plan with refreshed delivery priorities

Note: *Report previously circulated copy attached to minutes.

173. JUNCTION 27 AND 28 REPORT (00-26-54)

The Cabinet had before it and noted a * report from the Director of Place providing an update on work being undertaken to progress opportunities for business growth by development at the motorway junctions in Mid Devon.

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report welcoming the proactive approach of the Economy Policy Development Group to ensure a sustained focus on the promotion of sustainable economic development within the district.

Focussing on Junction 27, he informed the meeting that no plans for the site had been progressed, the Eden Project had secured funding to further refine and develop their proposals, there was a need to revisit some of the original assumptions owing to the passage of time since the original scheme was proposed and that officers were proactively working to engage landowners in a discussion about the future development of the allocated land.

With regard to Junction 28, he advised that an employment and skills study was currently underway which would consider opportunities for further economic growth and development in the area, specifically aligned to the new Garden community. He added that the Plan Mid Devon would be looking at both junctions and that any changes to planning policy would need to be driven through the Local Plan policy route.

Addressing the issues raised in Public Question Time any changes in policy would need to go through the Local Plan process or the landowners could choose to put in an exception to the policy.

Consideration was given to:

- The need to engage with residents and local people
- The involvement of the Economy Policy Development Group, the proximity of the two junctions and that they should be viewed as a whole considering prospects for both junctions together
- The need to consider the economic development of the whole of the district
- How the Policy Development Group could be involved in the Local Plan process considering background documents and evidence as it was made available
- Economic growth at Junctions 25 and 26

Note *Report previously circulated, copy attached to minutes.

174. DEVOLUTION AND THE 'COUNTY DEAL' (00-48-52)

The Cabinet had before it and noted a *report of the Chief Executive updating the Cabinet on the status and progress of the county deal discussions for Devon.

The Leader outlined the contents of the report stating that through the publication of the Levelling Up White Paper, local authority partners within Devon, Plymouth and Torbay had been offered an opportunity to negotiate a new style of devolution deal for the area. To facilitate discussions, local authority partners had identified a number of initial thematic areas on which they wished to focus; this was an opportunity to shape decision making locally without an Elected Mayor

Consideration was given to:

- The need for regular updates when information was available
- Governance arrangements

Note *Report previously circulated, copy attached to minutes.

175. PLAYING PITCH STRATEGY - POST CONSULTATION (1-05-07)

The Cabinet had before it a *report of the Director of Place recommending the approval of the Mid Devon Playing Pitch Strategy.

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report stating that the public consultation process had taken place and that 32 responses had been received which had been considered by officers and the consultant. The Playing Pitch Strategy had been updated through three amendments to the site actions plans and comments had been received in relation to the population forecasts which had been considered. The strategy included a vision and 6 key objectives for sports pitch provision in the district and recommended the provision of a full size 3G football turf pitch in each of the three main towns.

RESOLVED that:

- a) The Mid Devon Playing Pitch Strategy be approved.
- b) The status of the Strategy as a technical document and the recommendations therein (including the setting up of a Strategy Delivery Group) be noted.

(Proposed by Cllr R J Chesterton and seconded by Cllr C R Slade)

Reason for the decision – the Playing Pitch Strategy will support the development of sports facilities across the district and be a technical document to aid planning permissions and local planning policy.

Note *Report previously circulated, copy attached to minutes.

176. FINANCIAL MONITORING (1-10-58)

The Deputy Chief Executive provided a verbal update in respect of the income and expenditure so far in the year. He informed the meeting that the HRA and the General Fund were trending close to budget; the outturn would be reported to the Policy Development Groups and the Cabinet; the collection rates for Council Tax, Business Rates and Sundry Debtors had all performed well. He paid tribute to the work of the Council Tax Team who had delivered all of the grant schemes throughout the pandemic and were now working on the Energy Rebate Scheme. He reported that the pay award had been settled and that agency spend had increased due to Covid levels amongst frontline staff.

177. PERFORMANCE AND RISK (1-16-30)

The Cabinet had before it and noted a *report of the Corporate Manager for People, Performance and Waste providing Members with an update on the performance against the Corporate Plan and local service targets.

The following items were raised:

- Car charging usage was well above the target
- The corporate tree planting scheme
- The carbon zero proposals for the Post Hill development
- Whether the risks associated with reduced funding and 3 Rivers Development Limited could be reworded

Note: *Report previously circulated, copy attached to minutes.

178. CONTINUOUS IMPROVEMENT (1-20-51)

The Cabinet had before it and noted a *report of the Deputy Chief Executive (S151) providing the Cabinet with an update on how the Continuous Improvement process was working after its implementation in March 2021.

The officer outlined the contents of the report highlighting the table within the report which identified the issues raised with the three directors and the specific service

changes/improvements in the following services, planning enforcement, car parking income collection, abandoned vehicles, public health and housing.

The Cabinet Member for Continuous Improvement outlined her work and the improvements made to date.

Note: *Report previously circulated, copy attached to minutes

179. NOTIFICATION OF KEY DECISIONS (1-25-02)

The Cabinet had before it and noted it's *rolling plan for May 2022 containing future key decisions.

Note: *Plan previously circulated, copy attached to minutes.

180. 3 RIVERS DEVELOPMENTS LIMITED - PERFORMANCE UPDATE (1-26-36)

The Cabinet had before it and noted a *report from the Deputy Chief Executive (S151) providing an update on current project performance and any key risks.

The Cabinet Member for Housing and Property Services informed the meeting of the uplift in the projected income forecast for St Georges Court having taken into consideration increased costs for materials and labour and he reported that the marketing scheme was being progressed.

Note: *Report previously circulated, copy attached to minutes.

181. 3RDL BUSINESS CASE FOR A NEW SITE AND CONSIDERATION OF CHANGES TO COUNCIL BORROWING ARRANGEMENTS (1-30-35)

The Cabinet had before it a *report from the Deputy Chief Executive (S151) reviewing the request for further borrowing to support the business case and to consider the implications of recent changes to Council borrowing arrangements.

The Cabinet Member for Housing and Property Services outlined the contents of the report explaining the change in Government guidance with regard to lending issues for projects outside of the district.

The Deputy Chief Executive (S151) outlined the impact on the Council's borrowing ability (via the PWLB) if it were to lend monies to 3 Rivers Development Limited for projects outside of the district

Consideration was given to:

- The impact of the Prudential Code on 3 Rivers Development Limited
- Whether the pan Devon combined authority would change the impact of the borrowing issues
- The need for an interim Business Plan to be considered

RESOLVED that: the Cabinet give its support to the business case, but does not offer to provide finance for this project, or any others outside of the District boundary, based on the recent changes to Government lending.

(Proposed by Cllr R B Evans and second by Cllr B A Moore)

Reason for the Decision – Investing in projects outside of Mid Devon would impact on the Capital Programme and the borrowing already planned

Note: *Report previously circulated, copy attached to minutes.

182. **DIRECTORS REMUNERATION OF 3 RIVERS DEVELOPMENT LIMITED (1-49-18)**

The Cabinet had before it a *report of the Deputy Chief Executive in order to comply with the current governance arrangements under schedule 2 of the Shareholder Reserved Matters, the level of remuneration of a company Director was a reserved matter for the Shareholder, and that this was currently a Cabinet decision.

The Cabinet Member for Housing and Property Services outlined the contents of the report.

RESOLVED that in view of all the current terms and conditions of employment, the Council does not approve the proposed remuneration level.

(Proposed by Cllr R B Evans and seconded by Cllr B A Moore)

Reason for the decision - the level of remuneration of a company Director is a reserved matter for the Shareholder.

Note: *Report previously circulated, copy attached to minutes.

(The meeting ended at 11.51 am)

CHAIRMAN

This page is intentionally left blank

CABINET– 17th MAY 2022

REPORT OF DIRECTOR OF PLACE

CULLOMPTON HIGH STREET HERITAGE ACTION ZONE – HIGHER BULLRING PUBLIC REALM ENHANCEMENT PROJECT

Cabinet Member Cllr Richard Chesterton, Cabinet Member for Planning and Regeneration

Responsible Officer Richard Marsh, Director of Place

Reason for the Report: To approve the Cullompton Higher Bullring public realm enhancement concept design for public consultation, and to handover to Devon County Council for design development and implementation.

RECOMMENDATION:

- I. That the concept public realm enhancement design (developed as part of the High Street Heritage Action Zone project) for the Higher Bullring area of Cullompton, as set out in Appendix 3, be approved for public consultation;**
- II. Delegated authority be given to the Director of Place (in consultation with the Portfolio holder for Planning and Economic Regeneration) to finalise the material and arrangements for public consultation;**
- III. That approval is given to instruct Devon County Council to take forward the project through to implementation, to facilitate timely delivery of their design development work, informed by the concept design, and;**
- IV. That delegated authority is given to the Director of Place (in consultation with the Portfolio holder for Planning and Economic Regeneration) to work with Devon County Council to incorporate views resulting from public consultation (to relate to layout and design of street furniture such as benches, planters and cycle parking), where possible.**

Financial Implications: Historic England has awarded a High Street Heritage Action Zone (HAZ) grant fund to Cullompton, following a successful bid by this Council. The administration of the HAZ programme of works rests with this Council through to March 2024 and includes public realm improvements around the Higher Bullring (with Devon County Council).

The funding for the Higher Bullring Public Realm Enhancements was agreed in the original bid by this Council to Historic England. In addition to Council funds and the Historic England grant funding, it includes contributions from Cullompton Town Council and Devon County Council (DCC).

Budget and Policy Framework: The Cullompton High Street HAZ project brings money in the form of a grant from Historic England, match funded with cash and 'in-kind' contributions from MDDC, DCC and Cullompton Town Council.

A public realm design consultant team were appointed in September 2021 following a competitive tender process. A report on the procurement process went for Cabinet approval on the 3rd August 2021.

Following MDDC sign off of the concept design intended to be achieved through this report, the design is to be passed to Devon County Council for detailed design development, any necessary Traffic Regulation Orders, and tendering. Construction work would also ultimately be undertaken by the County Council. This is set out in the original budget as set out in the successful funding bid to Historic England. Devon County Council would continue to work closely with Mid Devon District Council as lead partner, and Historic England as funding partner, in taking this project forward.

Legal Implications: It is anticipated that the proposed public realm works would fall under Permitted Development Rights (Part 9 and/or Part 12 of the Town and Country Planning [General Permitted Development] England Order 2015).

Notwithstanding this, a two-stage public consultation is set out, similar to the process as set out in the Council's adopted Statement of Community Involvement (July 2020). The first stage of public consultation concluded last year and this forms the basis for the initial design to pass through Stage 2 consultation process.

Risk Assessment: The Higher Bullring public realm enhancement is a key project with regard to the High Street HAZ programme. It is part of the agreement with Historic England, and any delays to it could have a detrimental effect on the partnership with them.

The work of the HAZ builds on work undertaken as part of the draft Cullompton Town Centre Masterplan, which identifies public realm enhancement works to the Higher Bullring and Fore Street areas as key projects and opportunities.

Further, the newly adopted Cullompton Conservation Area Appraisal and Management Plan (CAMP) has identified the Higher Bullring as a key character area, with a historic streetscape, significant historic buildings, and a listed War Memorial and feature trees. It has identified that the redesign and reinvigoration of this space is Management Plan Principle 7.

Failure to support regeneration of the Cullompton Town Centre could lead to deterioration in commercial activity, a less vibrant centre, less coordinated development and uncertainty over essential infrastructure. The COVID-19 pandemic has further introduced a long term risk to economic prosperity. The masterplan will need to take into account this change in economic circumstances; confirming the need to complete this work as being ever more vital.

Key risks associated with the Higher Bullring public realm enhancement project include:

- The challenging timeframe set out as part of the original High Street Heritage Action Zone successful bid, which requires the design completed and all associated works undertaken by March 2024. This is requiring all project partners to work together proactively to meet the necessary timeframes;
- The risk to the project resultant from the delays to the proposed Cullompton Eastern Relief Road have been considered and where possible mitigated. The original HSHAZ project programme allowed for the Relief Road to be operational ahead of the Higher Bullring enhancement works. However, the consultant design team were asked to design a scheme that could be delivered in advance of the Relief Road while still meeting original project objectives, and could be expanded in the future.;

- Fluctuation and uncertainty around construction costs with current market conditions over the remainder of the project lifetime. These costs will continue to be monitored and reviewed with partners.

The recommendations set out within this report seek to secure approval to progress the scheme that has been developed over the previous months with the professional team having developed proposals based on technical analysis, public engagement and member discussions. As set out later within the report, it has proved challenging to balance competing interests within the town and around the Bullring/War Memorial site given the considerable number of activities that take place within a small geographical area of the town. However, despite this, the option developed and proposed for delivery is considered to best balance those competing interests whilst realising the broad objectives of the project; to deliver an enhanced Bullring space.

Should approval not be given to proceed with the scheme, the timetable for delivery and expenditure of the funding means that it will be difficult to progress an alternative within the lifetime of the available grant funding. This would mean that the funding would have to be returned to Historic England as it cannot be deployed to other aspects of the project. Furthermore; any alternative scheme would also face similar challenges in balancing competing uses for the Bullring space and, with this in mind, the proposed scheme is recommended for approval and progression.

Equality Impact Assessment: The appointed public realm design team are required to ensure their design is *'fully accessible and inclusive to everyone, including in terms of mobility and visually impaired'*. An overarching project aim is to ensure that the enhancement design *'delivers a coherent and unifying design for the whole study area that meets the current and future needs of the community'*.

DCC would undertake all necessary highways safety audits during the course of their work and would also need to satisfy their own equality standards.

The Stage 2 consultation will be undertaken in accordance with the principles set out in the adopted Mid Devon Statement of Community involvement (July 2020).

Impact on Climate Change: The appointed public realm design consultants are considering how the design proposals can help to mitigate impact on climate change, and how the design can support Mid Devon to become carbon neutral by 2030.

Relationship to Corporate Plan: The Cullompton High Street Heritage Action Zone project contributes to all of the Council's corporate plan priorities: Homes, Environment, Community and Economy.

1.0 Introduction: Background

1.1 The High Streets Heritage Action Zone programme, which is being delivered by Historic England, is a £95 million programme to unlock the potential of high streets across England, fuelling economic, social and cultural recovery and breathing new life into high streets for future generations. Approximately 60 high streets have been offered funding to give them a new lease of life. The lead partners in each place (mostly local authorities) are working with Historic England to develop and deliver schemes that will transform and restore disused and dilapidated buildings into new homes, shops, work places and community spaces, restoring local historic character and improving public realm.

2.0 The HSHAZ Public Realm Enhancement Project

- 2.1 The Cullompton Higher Bullring public realm enhancement project, delivered as part of the High Street Heritage Action Zone, has the following objectives as set out in the original Delivery Plan agreed with Historic England:
- Enhance the heritage setting of the town centre;
 - Reduce the dominance of motor vehicles;
 - Provide an extended space for community events and cultural activities while providing a focus for civic pride.
- 2.2 The focus for consultants appointed was to develop a deliverable and standalone first phase funded as part of the HSHAZ project focussed around the War Memorial which would facilitate longer term improvements to the town centre. Therefore the consultants were also asked to consider a vision plan for the whole town centre as part of their work so that key dependencies across the study area were understood. This would build on the Town Centre Masterplanning work. It was also important that the HSHAZ funded first phase did not compromise flexibility and ability of future traffic management options to respond to the town's growth. The HSHAZ funded phase needed to be standalone in delivering clear benefit while supporting the longer term town centre objectives.
- 2.3 The consultants are developing the first phase of works using the HSHAZ funding, and it is expected that work will proceed ahead of any future delivery of the Cullompton Town Centre Relief Road (CTCRR).
- 2.4 The purpose of this report is to set out the concept design undertaken and seek approval to proceed to the next steps of the project.

3.0 High Street Heritage Action Zone (HSHAZ) Project Update

- 3.1 At the meeting of Cabinet on 7th March 2019 it was resolved that delegated authority be given to the Deputy Chief Executive (S151) in consultation with the Cabinet Member for Planning and Economic Regeneration and the Cabinet Member for Housing to submit a further Expression of Interest (or equivalent) if the opportunity presented for the regeneration of Cullompton's historic High Street through the Heritage element of the Future High Streets Fund and to determine the financial amount sought under the fund.
- 3.2 The Expression of Interest submitted to Historic England for Cullompton was successful, and included a public realm enhancement project around the Higher Bullring area of Cullompton, a building grants scheme, a Cultural Programme and other associated projects.
- 3.3 The successful Expression of Interest led to the appointment of a High Street Heritage Action Zone Project Officer and to the establishment of the Town Centre Regeneration Partnership Group. This group has also overseen the development of the draft Cullompton Town Centre Masterplan, which is also an important document to support the HSHAZ project.
- 3.4 MDDC acts as the lead partner and accountable body for the programme. The scheme is managed under our financial and legal regulations.

3.5 The HSHAZ Higher Bullring Public Realm Enhancement Project includes a contribution from Historic England of approximately £610,000, with an MDDC contribution of c.£150k, and further contributions from Devon County Council and Cullompton Town Council of £100k and £25k respectively. This funding pot is ring-fenced for the public realm enhancement project in the Higher Bullring area of the town, and is separate to the other HSHAZ associated projects. These reflect the currently agreed arrangements with Historic England.

3.6 At the Cabinet meeting of August 2021, agreement was given to appoint a consultant design team to take forward concept design of the Higher Bullring public realm enhancement project.

4.0 Stage 1 Public Consultation: Introduction

4.1 Due to the close synergies between the projects, Stage 1 consultation on the public realm enhancement project took place at the same time as a consultation on the Cullompton Conservation Area Appraisal and Management Plan and the draft Cullompton Town Centre Masterplan. The consultation was undertaken in accordance with the Council's Statement of Community Involvement.

4.2 Officers from the Council undertook the consultation in Cullompton between the 28th June and 13th August 2021. In terms of the HSHAZ public realm project, the consultation was to gather initial views on the Higher Bullring (and Fore Street) space and how the community would like to see them enhanced.

4.3 Between 28th June and 13th August, comments on the public realm enhancement project were invited through the following approaches:

- Interactive map;
- Online and paper questionnaire.

4.4 Permanent exhibitions were made available at the Cullompton Community Centre and the Hayridge Centre (with the ability to submit questionnaires / observations). All the associated documentation (including exhibition boards, online questionnaire and interactive map) were made available on the Council's website for viewing, downloading or for submitting comments.

4.5 Additionally, three face to face public consultations took place when Council Officers undertook the following staffed events:

- Farmers Market in Cullompton - 24th July 2021;
- Art Week at The Walronds - 26th July 2021;
- Tesco's car park in Cullompton in the late afternoon - 26th July 2021.

4.6 The public realm design consultants, once appointed, reviewed the feedback received and undertook additional public consultation over the course of the autumn alongside Council Officers to build on the previous Stage 1 consultation, including:

- 'Autumn Fest' Farmers Market in Cullompton on the 9th October 2021;
- A 'walkabout' and plenary discussion of the Cullompton Town Centre Regeneration Partnership Group – 19th October 2021;
- A Town Centre Traders and Businesses Open Evening at the Hayridge Centre – 17th November 2021.

5.0 Findings of Stage 1 Consultation and Summary

- 5.1 For the summer consultation events, in total 12 online survey responses were received, along with 7 paper copy responses. A further 42 comments were received on the interactive map. Detailed findings and verbatim comments received are presented in **Appendix 1**.
- 5.2 A summary of the qualitative consultation held at Autumn Fest, the Town Centre Regeneration Partnership Group 'walkabout', and the Traders Open Evening is provided at **Appendix 2**.
- 5.3 The conclusion of this consultation demonstrated strong support for public realm enhancements around the Higher Bullring, with 89% of respondents to the survey stating that the Higher Bullring needed improving.
- 5.4 Key issues identified in the consultation that the designers needed to address included:
- Reducing the impact of the town centre traffic in that area;
 - A desire to see an enhanced, larger area for town centre events;
 - Improved materiality, condition and maintenance;
 - Improving the pedestrian experience.
- 5.5 These key findings supported the original project aims agreed between MDDC, DCC and Historic England as set out in 2.1 of this report.
- 5.6 These issues, and the wider consultation feedback, have been considered alongside the findings of the recently updated Conservation Area Appraisal which has identified:
- The War Memorial and Higher Bullring area as a key character area, with a historic streetscape, significant historic buildings, a listed War Memorial and feature trees;
 - Key negatives identified in the area include the domination of car parking, the volume and nature of traffic, and the cluttered street furniture which has grown over time;
 - The War Memorial is a key land mark but is compromised by car parking and uncoordinated street furniture;
 - The redesign and reinvigoration of the Higher Bullring area is a Management Plan Principle.
- 5.7 Further to this, the draft Town Centre Masterplan identifies enhancement of the Higher Bullring area as a key project and opportunity for the town centre, with objectives to consider:
- Redesign of the space as a larger, level multi-use area;
 - Review parking provision and reconfiguration to give more space to active town centre uses;
 - Coordinate the space with a comprehensive approach to surfacing, materials, street furniture and utilities, to facilitate a range of day time and evening uses including outdoor seating to contribute to the level and activity and vibrancy in the town centre;
 - Improve the pedestrian environment;
 - Improve the setting of the historic buildings.
- 5.8 In order to ensure the consultation feedback fed into a concept design appropriately, the consultant design team included experts from a range of disciplines in addition to

landscape architects, and included a heritage expert, traffic engineers, consultation experts and cost consultants.

- 5.9 In addition, advisors from Historic England and highways officers from DCC have worked closely with MDDC and have been closely involved in the design process from the outset.
- 5.10 DCC has provided the following statement to demonstrate its engagement in and support for the project *‘Devon County Council, as Highway Authority, has been engaged and informed throughout the development of proposals for the Cullompton Heritage Action Zone scheme. As such Devon County Council is content with the outline proposals which have been presented to date.’*
- 5.11 Historic England has provided the following statement to demonstrate its engagement in and support for the project *‘Historic England, as a sponsoring partner of the HSHAZ, has been involved in the project throughout its development process and is pleased with the progress being made. The proposals which are emerging show much promise and while further refinement is likely we anticipate being happy to confirm funding for the eventual scheme’.*

6.0 Concept Design for Stage 2 Consultation

- 6.1 Following the Stage 1 consultation activity and consideration of its findings, the consultants have developed a concept design focussed on the Higher Bullring area presented as **Appendix 3**.
- 6.2 The consultants were asked to consider the most appropriate area within the Higher Bullring to focus the available HSHAZ funding, while allowing a phased approach to future works. They were required to consider a scheme that could be delivered in advance of the Relief Road while still meeting original project objectives as a stand-alone phase, and which could be expanded in the future should circumstances allow. This resulted in a focus on the area to the west of the bullring, around the War Memorial site.
- 6.3 Key considerations in the course of the design included the War Memorial, the street trees, the bus stop, facilitation of loading and unloading and the parking in the area. All these issues were considered together.
- 6.4 Members will appreciate that, with such a multitude of uses occurring within a relatively small area of the town centre, this creates a challenge for the project in terms of managing competing uses whilst staying true to the original aims of the project to deliver improved and enhanced public realm. Nowhere is this demonstrated more than in relation to the car parking currently accommodated within the western section of the Bullring and focused around the War Memorial.
- 6.5 In order to realise the project aims of improving the setting and quality of the public realm around the War Memorial, re-accommodate an improved bus stop and continue to facilitate deliveries within the area, it has been necessary to seek to remove the parking currently located in the area – this equates to the loss of approximately 10 car parking spaces.
- 6.6 Analysis undertaken by the consultancy team has concluded that sufficient parking exists within the town centre to accommodate parking need generated within the town. As such, the loss of these 10 spaces is deemed to be both necessary and desirable in order to facilitate a high quality public realm intervention around the war

memorial and to facilitate the continuation of other key activities within this area, such as the provision of an improved bus stop, continuation of loading and unloading and continuation and expansion of the successful market events.

- 6.7 As can be seen from Appendix 3, the proposals have set out the creation of an enhanced, expanded and decluttered public realm focussed around a new square, framing the War Memorial and providing a central focus using high quality materials.
- 6.8 In terms of associated highways elements, these would be subject to further refinement during detailed design led by DCC. However, in summary the key changes are:
- Carriageway width – this has been reduced to enable the creation of the enhanced public realm, sufficient to maintain the current traffic flows as advised by DCC;
 - Bus stop – this has been moved south of the St John Court access, freeing up the setting of the War Memorial;
 - Pedestrian crossing – this has been realigned slightly to reflect the new kerb alignments;
 - Disabled parking bays – these have been realigned to enable the offset pedestrian crossing to function safely;
 - Market access – the space has been designed such that the market may continue to access the space to facilitate set up/ drop-off on event/ market days, and indeed the creation of the larger public realm allows for future market expansion.
- 6.9 The consultant team have worked hard with officers to continually refine and develop proposals for the scheme and, as a result of invaluable engagement with ward members, revisions have been made to the scheme to deliver further improvements.
- 6.10 The proposed scheme is felt to strike an appropriate balance between competing uses and is felt to enable the delivery of a scheme which can deliver benefits to the town, its residents and businesses, whilst also allowing the project to proceed on a very tight timescale. It is also felt that the proposals do reflect and address the comments received during the first stage of public consultation, as set out in Appendix 1.
- 6.11 With the above in mind, Cabinet approval is sought to progress the concept design shown within Appendix 3 with this design progressing through a Stage 2 public consultation process.
- 6.12 The consultation is proposing to invite the community to provide comment on many aspects of the design proposed, including around layout and type of street furniture including benches, planters and cycle parking. There will also be the opportunity to combine the consultation with the Creative Cullompton cultural consortium activities, including engagement regarding their public art project.
- 6.13 Engagement material will focus on the history of the Higher Bullring as a key space within Cullompton, and as a heritage-led project it is considered to be important to show how the proposed design has drawn on the historic uses and appearance of the space for inspiration.
- 6.14 The Council will endeavour to ensure ‘hard to reach’ groups are contacted, including younger demographic groups where possible. In fact, preliminary discussions have already taken place with Cullompton Community College to consider how it might be

possible to engage students in the consultation process – with a desire to involve students in the finalisation of the project. The College have confirmed a willingness to accommodate such discussions.

- 6.15 The focus for the consultation will be on the HSHAZ funded phase focussed around the War Memorial. In addition, the work undertaken by the consultants also included considerations around the wider context. Longer term environmental enhancement and traffic management measures will be developed by DCC in due course and the consultants' contextual options that they have provided can form a useful contribution towards this work. The public will be invited to provide comment on this work.
- 6.16 Subject to Cabinet approval of this report it is also proposed that delegated responsibility be given to the Director of Place (in consultation with the Portfolio holder for Planning and Economic Regeneration) to work with DCC to incorporate any final design changes to be agreed following this public consultation, to enable them to continue to develop detailed design.

7.0 Cullompton Town Council presentation

- 7.1 An opportunity was provided for Cullompton Town Councillors to attend a presentation delivered by the consultants on the project on the 7th March 2022.
- 7.2 A variety of issues were raised by the councillors present on the call. The matters included issues relating to planting for the scheme, access for vehicles servicing the market stalls on market days and matters relating to the day to day management and function of the space. These comments were helpful and resulted in further refinements to the layout. Officers committed to continuing discussions with the town council on these operational matters as the scheme development continues.
- 7.3 A request for a further presentation was made and officers have arranged to attend the Town Council meeting on the 28th April 2022.

8.0 MDDC Planning Policy Advisory Group

- 8.1 The Planning Policy Advisory Group met to consider the scheme on 14th March 2022. Consultants and officers presented the project proposals and background at this meeting.
- 8.2 A variety of points were raised by the group. These matters included the longer term maintenance of the materials on the space, to ensure over time the high quality materiality proposed is not diminished by lower quality repairs. Officers committed to work with DCC to develop a maintenance strategy that would reflect the joint desire to ensure the quality of the space is not eroded over time. In addition, the possibility of ordering excess paving material if budgets allow for DCC storage to help with future repairs is being investigated.
- 8.3 In addition, Councillors queried the location of some of the cycle parking elements, which has since resulted in a further refined layout. Options are available for alternative cycle parking locations and this is something that will be consulted on during the summer consultation.
- 8.4 Councillors present at PPAG also reiterated the importance of a meaningful consultation including with younger demographic groups within the town. Officers have committed to ensuring a variety of staffed events are held including as mentioned at Cullompton Community College to seek a wide range of views.

- 8.5 Notwithstanding the above, Councillors at PPAG were supportive of the project and its intention as the first phase of longer term enhancements to the town.

9.0 Conclusion

- 9.1 The proposed scheme for consultation has been the subject of a considerable amount of technical work drawing on previous consultation, and it is considered to represent a positive basis for further consultation.
- 9.2 The heritage led enhancement of the Higher Bullring area provides an opportunity to create an extended and attractive space for community events and cultural activities.

Appendices

Appendix 1: Summary of Public Consultation – summer 2021

Appendix 2: Public Consultation: Summary of Other Events

Appendix 3: Proposed Concept Design for the Higher Bullring

Contact for more information: Chris Scobie, High Street Heritage Action Zone Project Officer

07977 929073

cscobie@middevon.gov.uk

Background Papers: Cullompton High Street Heritage Action Zone webpage:

<https://www.middevon.gov.uk/residents/planning/cullompton-high-street-heritage-action-zone/>

Cabinet 3rd August 2021

Circulation of the Report: Members of the Planning Policy Advisory Group (PPAG) and Ward Members

Appendix 1: Summary of Public Consultation – summer 2021

Questionnaire Responses

Stage 1 Public Consultation: Initial Activities

Initial Stage 1 consultation on the Higher Bullring public realm enhancement project took place at the same time as a consultation on the Draft Cullompton Conservation Area Appraisal and Management Plan and the Draft Cullompton Town Centre Masterplan. The consultation was undertaken in accordance with the Council's Statement of Community Involvement.

Officers from the Council undertook the consultation between the 28th June and 13th August 2021. In terms of the HSHAZ public realm project, it was presented as an initial Stage 1 consultation, i.e. to gather initial views on the space and how the community would like to see it enhanced.

Between 28th June and 13th August 2021, comments on the public realm enhancement project were invited through the following approaches:

- Interactive map;
- Online and paper questionnaire.

Exhibitions were made available at the Cullompton Community Centre and the Hayridge Centre (with the ability to submit questionnaires / observations in paper form). All the associated documentation (including exhibition boards, online questionnaire and interactive map) were made available on the Council's website for viewing, downloading or for submitting comments.

Additionally, three face to face public consultations took place when Council Officers undertook the following staffed events:

- Farmers Market in Cullompton - 24th July 2021;
- Art Week at The Walronds - 26th July 2021;
- Tesco's car park in Cullompton in the late afternoon - 26th July 2021.

The questionnaire comprised of the following questions:

- Do you like or dislike the Higher Bullring as it currently is? If so, why?
- What enhancements or improvements would you like to make to the Higher Bullring?
- What do you think are the key issues with the Higher Bullring area currently?

Of 19 responses:

- 16 stated the Higher Bullring needed improving
- 1 said they disliked it
- 1 said they liked it
- 1 said that they liked it and it needed improving

The questionnaire also asked:

- Do you like or dislike the Fore Street as it currently is? If so, why?
- What enhancements or improvements would you like to make to the Fore Street?
- What do you think are the key issues with the Fore Street area currently?

Of 19 responses:

- 15 stated the Fore Street needed improving
- 3 said they disliked it
- 1 didn't respond to this question

In addition, there was 42 individual comments on the interactive map which asked respondents to click on the map on a point of their choosing in the town centre area and answer the following questions:

- How do you feel about this place?
- What do you think are the key issues with the area currently?
- What enhancements or improvements would you like to make to this area?

It was possible to click on the map in more than one location and so the same respondent may have left more than one response. Of the 42 responses, 17 were located in the Higher Bullring area.

Table 1 below presents verbatim responses to the qualitative questions on the Higher Bullring, aggregated by theme, from both the interactive map and the questionnaire.¹

| Table 1: Verbatim Feedback from Consultation Questionnaire and Interactive Map |
|--|
| Theme: Traffic and Parking |
| <p>From the survey:</p> <p><i>Excessive Traffic flow. Reduce traffic flow.</i></p> <p><i>Traffic free area</i></p> <p><i>To much traffic and Traffic fumes. Stationary Buses and Commercial vehicles especially pollute. To many parking spaces. Pathing poor state of repair also out of character with heritage conservation area. Pedestrian crossing at Tiverton Road especially dangerous crossing.</i></p> <p><i>One-Way traffic system. Non access traffic restricted during 10.30am - 16.30pm. Electrified public transport vehicles. Cycle paths and secure Cycle racks.</i></p> <p><i>Too much traffic</i></p> <p><i>It is a fantastic space but could be better. Parking - makes the road more dangerous and takes away from events there. Too much through traffic The bus stop - gets busy but also feels like it divides the bullring space.</i></p> <p><i>Move the bus stop. Remove parking from the bullring side of the road. Incentives to encourage building owners to keep buildings/fronts in good repair. More colour. More plants/hanging baskets. Empty buildings to be used for community purposes until it can be let commercially.</i></p> <p><i>I think that this will be improved once traffic is diverted from the area. If the high street is closed and pedestrianised a pedestrian crossing is needed by Costa to get across the side road.</i></p> |

¹ Note that some of the comments have been split up by theme, as some individual comments were quite lengthy and detailed.

Table 1: Verbatim Feedback from Consultation Questionnaire and Interactive Map

Too much Traffic. Bus stop.

Traffic and lack of focus.

Traffic and congestion. Make it access only for those who live there.

It needs a larger 'car free' area for events to develop a market square feel.

Sadly the car is king. We need to be able to utilise this space for people. Also exit from St. John's court is dangerous it needs a wider splay as cars parked in the parking space the other side of the bus stop reduces visibility can this be a bike rack space instead?

I like the Higher Bullring but the traffic is the main problem. The Farmers Market has to set up along one side, and it is quite crowded. It would be good if it felt like a proper square space rather than part of a street with the traffic running through it. Both sides of the road could be incorporated, with space for tables and chairs for outside dining/events. This could be done when the relief road is in place, closing the Higher Bullring to traffic when events take place.

It has no clear identity- it is just part of a busy main road with traffic lights at one end. Too much traffic makes it difficult to cross over to the other side. More outside seating would be good. If the parking spaces were removed during events and free parking provided elsewhere, more of the area could be used for the events. There does need to be free parking nearby though to attract visitors. And there needs to be some loading/unloading spaces in the Higher Bullring for traders at events, etc.

Parking/ traffic/ untidy/ uneven pavements

Traffic, fumes, noise, constructions at street corners, buses and lorries on the pavement at Tiverton Road junction. More sheltered crossing points.

Wider entrance/ exit to Tiverton Road to prevent cars using the pavement as 'extra' space. Make the road 'one way' by using traffic lights at the Lower Bullring, so making is safer for pedestrians and easing congestion due to parked vehicles, lorries etc.

Run down - too much traffic.

Just appears as a busy road, with little for pedestrians/ visitors to do. Also, too much cars parked here.

Too busy with heavy traffic passing two way too close to a pedestrian social area.

The trees and width of space are fabulous. Traffic flow needs reducing.

From the interactive map:

Parking and Appearance. This is short term parking for shoppers occupied by residents. The way parking is managed and charged for needs review.

Parking spaces taking up valuable people space.

Litter, parking with poor visibility.

You can't see traffic when coming out of St. John's court due to parked cars. Can this be a bike rack area instead?

Table 1: Verbatim Feedback from Consultation Questionnaire and Interactive Map

[Tiverton Road] Pavements are far too narrow it's incredibly unsafe. Wider pavements, one way traffic

[Tiverton Road] Traffic junction. Improved access & turning for cars to improve flow and reduce congestion

Need for Flexible space for Events

From the survey:

Encourage more pavement/ courtyard activity, all day/ every day, including Sundays, for locals and visitors.

It is only just beginning to be a focal point for activity, with the improvement of three pubs/ clubs/ restaurants. Needs pavement cafes, more active shops, perhaps even touristy/ gift shop types. It's a wonderful space, needs encouragement to continue its revival.

The trees are excellent - more and better planters. Room for outside cafes.

Space could be better used for pedestrians and weekly markets (including Wednesdays)

Market open space capacity is inadequate.

Improve pavement capacity to enable out door bistro /cafe seating and enable an enhanced market capacity on at least 6 days a week

The market area around the war memorial can provide a public open space for a number of differing events. Doubling its area would be beneficial.

Encourage wider variety of local businesses. Regular markets/events.

From the interactive map:

More of a community feel, enhance the market, and the space

Love the farmers market but it needs more space. More space for stalls and performance spaces for musicians

This whole area to be more people friendly with a proper market square feel more planters and st furniture, public art and places to enjoy local hospitality venues outside.

Need wider parents less parking spaces. This would allow local businesses to spill out onto the street creating a more pleasant place to eat drink, sit and shop

Poor Materiality and Maintenance

From the survey:

Too shabby.

It needs generally brightening up.

Table 1: Verbatim Feedback from Consultation Questionnaire and Interactive Map

It needs quality paving in one material so it's safer for elderly and disabled people. I'd like to see a water fountain for the community to fill water bottles and benches in suitable spaces.

More green space. Noticeboards to read about history of town. Activities in which to participate.

From the interactive map:

The pavement areas need improvement with addition of more planted areas etc.

Planters throughout the town not well cared for, often full of weeds and late to get around to planting seasonal plants. Plant up regularly with seasonal plants and care for properly.

Recycling bins. Restrict parking next to alleys. Benches for waiting for buses and nurseries.

Scruffy. Could the courts be resurfaced in accordance with new surfacing in the higher bullring?

No hanging baskets. Hanging baskets help make the town more appealing. Again, like the planters when they do appear it is later in the season. Why not have winter and summer baskets?

Movement and Pedestrian Experience

From the survey:

More pedestrianised area.

Enhancing the area to be a space restaurants can use on warmer days or with street furniture so catering businesses can make the most of this area.

More planters, seating and a community notice board.

Obviously this area being large, could be enhanced to feel a welcoming hub to town centre.

Fewer car parking spaces, bigger market area, water fountain, better planting more flower beds or planters, decent quality paving, all building having anti pigeon spikes to protect paintwork etc, wide splays for safer vehicle access to courts, courts being resurfaced some are dangerous and uneven, ornamental gates going back on courts to return the character to places like St John's court, public art, groupings of street furniture, performance area for festivals, moving the bus stop outside chic hairdressers further down the road, the widest part of the street is used for the bus stop which stops it being a place for market stalls, event and performance space.

More outside seating/planting/maintain the nice trees. Give it an identity where you can see the beginning and end of the area. Does everyone know what the Higher Bullring is? Just looks like part of the main street at the moment. Reduce through traffic, make the pavement areas wider during events.

Provision for catering establishments to have outside seating, tables, etc. Would like to see Arts & Crafts affordable starter units in close proximity creating an artisan/cultural area. Be great to have a venue for the arts, visual/performance such as the old cinema.

Public art and decent large areas for flower beds or extra large planters.

| |
|---|
| Table 1: Verbatim Feedback from Consultation Questionnaire and Interactive Map |
|---|

| |
|---|
| <i>Street art and more seating would be nice, cafes with outdoor seating.</i> |
|---|

| |
|---------------------------|
| From the interactive map: |
|---------------------------|

| |
|---|
| <i>Nowhere to get fresh water. Can we have a practical but beautiful heritage water fountain so we can fill up water bottles.</i> |
|---|

| |
|--|
| <i>The bus stop is taking up the widest part of the street which could be used for markets and festival entertainments to encourage people into the town. Can the bus stop be moved further up the road?</i> |
|--|

| |
|--|
| Empty / Poorly Maintained Shopfront |
|--|

| |
|------------------|
| From the survey: |
|------------------|

| |
|--|
| <i>More planters. Hanging baskets. More colour. Empty buildings being used for community projects. Or promotion to get businesses to open in Cullompton.</i> |
|--|

| |
|--|
| <i>There's still a few tatty buildings which could look beautiful. The parking also makes the road feel dangerous.</i> |
|--|

| |
|--|
| <i>The buildings need decorating. Introduction of more 'local' shops to create unique shopping experience.</i> |
|--|

| |
|---|
| <i>Improve quality of building facades.</i> |
|---|

| |
|---|
| <i>Some of the buildings need some updating to preserve them and tidy them up</i> |
|---|

| |
|---------------------------|
| From the interactive map: |
|---------------------------|

| |
|---|
| <i>China orchid has a unique and well presented exterior. More buildings should embrace some colour and culture</i> |
|---|

| |
|---|
| <i>The old cinema. Bring back the old cinema as a cinema/arts centre. We need somewhere to go to in the evening to watch performances etc rather than just go out to eat. Thanks.</i> |
|---|

Appendix 2: Public Consultation: Summary of Other Events

The public realm design consultants, once appointed, undertook additional public consultation over the course of the autumn with Council Officers to build on the previous consultation, including:

- ‘Autumn Fest’ Farmers Market in Cullompton on the 9th October 2021;
- A ‘walkabout’ and plenary discussion of the Cullompton Town Centre Regeneration Partnership Group – 19th October 2021;
- A Town Centre Traders and Businesses Open Evening at the Hayridge Centre – 17th November 2021.

A summary of the feedback received at these events is set out below.

Autumn Festival – 9th October 2021

The Autumn Festival in early October is one of the biggest and most popular festivals in Cullompton.

The objective of this event was to meet visitors, residents and the wider public and to test the identified emerging themes. This included display boards illustrating and explaining the themes.

The Consultant team developed an illustrated feedback survey which sought to understand relative priorities of each theme and also provided an opportunity to provide general feedback and comments on each theme. However, there was also lots of rich feedback from the informal conversations the team had with the public.

Below is provided a summary of the field notes based on the key themes the team made following the event. Following this is a summary of the findings from the survey.

Research Field Notes:

Reduction in traffic

Reducing traffic along the high street appeared to be by far the greatest concern for most respondents. They felt that the congestion, noise, and air pollution caused by the traffic through the high street is responsible for making the Higher Bullring and Fore Street unpleasant places to be. Respondents also noted that the traffic is responsible for the staining of nearby buildings. Some respondents observed that congestion on the high street was often caused by drivers queueing to park. For many, all other priorities for the Higher Bullring and Fore Street (especially having safer places to cross, pleasant, and comfortable places to sit outside local businesses, more multi-use spaces, places to stop and rest, and a healthier and greener high street) depended on addressing the high traffic load through the town centre.

Many respondents see the proposed relief road as the most obvious solution to the traffic problem, but there was some scepticism about when it will be built.

While respondents were eager for through traffic in the town centre to be reduced, many felt that the town should extend its offer of convenient, free, or affordable parking in order to incentivise people to visit and shop on the high street.

A greener, healthier street

Some respondents felt that the retail offer, the poor quality and maintenance of the built form and through traffic discouraged them from visiting the town centre. Some respondents made the point that while the walled garden at the Walronds is a much loved space and an asset to the town, green space in the town is limited and potentially under threat from the development of more road infrastructure. Two respondents suggested making connections between the town centre and the river walkway. Respondents also spoke of the importance of future-proofing the town (including the high street) by improving the drainage system which is currently prone to flooding.

Comfortable places outside local businesses

Some respondents explained that with the exception of the Farmers' Market, the public realm on the high street is a place for passing through rather than stopping and resting. This was in part because they felt there were limited reasons to spend time on the high street and didn't provide a pleasant environment to be in due to the poor maintenance of buildings and public facilities, and because of the noise and fumes created by the passing traffic.

Integration of culture and heritage

Respondents primarily spoke of the town's heritage with regards to its architecture and buildings, feeling that many of the town's listed buildings and historic alleyways have fallen into disrepair as a result of poor maintenance and management. Some respondents felt that over time this had contributed to a loss in the town's sense of heritage and pride.

Safer places to cross

A number of respondents suggested that the high street is not a particularly safe or friendly space for children or older people given the intensity of the traffic and the relative lack of safe spaces to cross the road. Respondents felt that providing safer places to cross the road must come with addressing the traffic problem through the town centre.

More multi-use spaces

Some respondents mentioned that it would be good to see the Cullompton Farmers' market expand, although some questioned whether there was sufficient footfall and reflected on the wider retail offer and the relative 'pull' of the town compared with other local towns.

Places to stop and rest

A number of older respondents commented on how few places along the high street there are to stop and rest, making shopping on the high street less attractive.

Opening historic water channels

While the idea of opening historic water channels in the town centre was cherished by some respondents, others felt that they may pose a health and safety risk due to slips and trips, and were pessimistic about their upkeep, and concerned that poor maintenance would leave the water channels filled with litter.

Survey Responses

There were 27 respondents to the survey (undertaken as part of the Autumn Festival) and they were asked to provide a score between 1- 5 (with 5 being very important and 1 being not all important) to indicate their priorities for High Bullring and Fore Streets.

Analysis of results demonstrated the following ranked priorities:

| Rank | Issues of consideration |
|------------------|---|
| Highest Priority | Reduction in traffic |
| | A greener, healthier high street |
| | Comfortable spaces outside local businesses |
| | Integration of culture and heritage |
| | Safer places to cross |
| | More multi-use spaces |
| | Places to stop and rest |
| Lowest Priority | Opening historic water channels |

Although the survey engaged a small sample of people (27), respondents overwhelmingly indicated that a reduction in traffic, a greener and healthier street, comfortable spaces outside businesses, safer places to cross and integration with culture and heritage were seen as important.

Town-centre Partnership Walkabout & Workshop – 19th October 2021

The Cullompton Town Centre Generation Partnership Groups acts as the Steering Group for the HSHAZ and Town Centre Masterplan projects, and it brings together representatives from a wide range of stakeholders.

It was felt that a walkabout and workshop with this group would bring together a range of individuals with an interest in the design, use and success of Higher Bullring and Fore Street including the town council, retailers, local residents, Creative Cullompton, elected members and local authority officers.

Therefore, the group provided a valuable resource to develop further and diverse insights into the aspirations for and user experience of Higher Bullring and Fore St, to further test and refine the emerging themes and concepts.

The session was split into two sections. The first was a practical exercise, with participants breaking into small groups and tasked with reviewing the relative strengths and weaknesses of the Higher Bullring and Fore Street in situ using a tailored process based on the Healthy Streets Assessment Tool.

The second session was run as a facilitated plenary workshop style session. The focus was on feeding back on the findings from the walkabout exercise and to test, review and refine the themes.

Key Findings

There was a general consensus in support of the key themes but there was also additional feedback. Please see below some of the flip-chart notes from the session:

- Desire to see more trees
- Better links and connections to neighbouring areas (e.g. to the leat)
- Improve the arrival experience, wider legibility and signage
- Consideration of the 'World behind the High Street' e.g. alleys
- Parking causes congestion (e.g. people stopping to visit shops in Fore Street)
- Need for more social places not just places to rest - the orientation of seating is important (potential for pocket parks and places that provide shelter).
- Create space for celebration and events - consideration given to develop proposals that can support temporary events and activities e.g. on-street performances
- Need to recognise and celebrate the 'Stunning' Historic buildings
- Opportunity to create a greater sense of identity with street furniture materials (e.g. use of bright colours)
- Importance of 'future proofing' materials - ensure proposals are maintainable and adoptable
- Need to give consideration give to permeable materials
- Need to consider the management of waste within the streetscape
- Need to consider young people in the development of proposals
- Opportunity to integrate public art, stories and narratives

Traders and Business Drop-in – 17th November 2021

Working with local partners and led by MDDC, the consultant team attended a consultation session for traders and businesses as part of a wider drop-in event aimed at businesses and local traders.

The aims of the session were to:

To increase local awareness of the HSHAZ project along with wider MDDC initiatives which could support local trades, providing an opportunity for traders and business owners to ask questions about;

- Higher Bullring/Fore Street public realm enhancement project
- Shopfront Improvement grants
- The Creative Cullompton cultural programme
- Business grants, skills and training opportunities, and projects such as Taste Mid Devon

In terms of the public realm enhancement works for the Higher Bullring, the key focus was:

- To explain the HSHAZ scheme consultation process, and how this consultation fits in with the ongoing consultation process;
- To gain feedback on the emerging themes and initial concepts to identify priorities for the traders and business owners

The format for the session included a number of display boards presenting the key emerging themes and analysis of the study area, using similar material to that presented at Autumn Fest.

The team also utilised a semi-structured question schedule to guide discussions with traders and business representatives. This enabled more qualitative and in-depth discussion with the traders.

In total 8 businesses / traders attended the session. The majority of these were based on or close to the Higher Bullring.

Feedback from the session:

- The trees and listed buildings were seen as key strengths of the town centre
- Allow for expansion of the Farmers Market to be able to utilise more space around the War Memorial, including potentially re-allocation some of the parking spaces. Interest in developing a market layout that would operate in a layout with stalls facing inwards towards a 'street'.
- A number of attendees wanted to see a more decluttered streetscape, with high quality / well maintained materials and a 'shared space' around the War Memorial. One attendee commented "*the pavements are a nightmare*".
- Some respondents suggested moving the bus stop along the road on Higher Bullring to create more space around the war memorial.
- There was a desire to see better management of bins within the public realm to create a more pleasant and safer walking experience.
- Improving the visual appearance of street furniture and also buildings / shop-fronts was seen as important, for example by creating a coherent palette of materials.

- A number of traders highlighted that they needed to receive deliveries from large HGVs through the day and that they would like to see some accommodation for this in the proposals.
- There were also a number of traders who questioned the strategy in relation to parking and charging, with some proposing a longer free parking period for the on-street parking spaces.
- There was a keen interest in how to 'pull' more people into the town-centre and increase footfall with discussion around place marketing, the retail offer and also the 'arrival experience'. Linked to this was a desire to see more consideration given to how to improve signage and links from the M5.

Overall there was a general consensus with the emerging themes presented.

Appendix 3: Proposed Concept Design for the Higher Bullring

This page is intentionally left blank



Legend

Site Boundary

Existing Building

Cullompton War Memorial

Material Finishes

Refer to drawing MCGC-LD-04 Materials & Finishes Plan for detail.

Kerb type 1 - {kerb01}

290mm wide conservation kerb laid flush with 50mm along carriageway

Kerb type 2 - {kerb02}

Pre-cast Flat Top Kerb laid flush

Pavement type 1 - {pavement01}

Natural york stone flag

Pavement type 2 - {pavement02}

Natural stone slate

Pavement type 3 - {pavement03}

Concrete flag with york stone aggregate

Pavement type 4 - {pavement04}

Resin bound gravel

Pavement type 5 - {pavement05}

Existing cobble sets retained and made good

Pavement type 6 - {pavement06}

Tactile concrete precast paving

Furniture

Refer to drawing MCGC-LD-05 Materials & Finishes Plan for detail.

Furniture type 1 - {furn01}

Moveable FSC timber seating bench with 800mm planting bed with clipped hedge

Furniture type 2 - {furn02}

Curved FSC timber bench around tree Benches to include back rest

Furniture type 3 - {furn03}

FSC locally sourced timber and metal Outdoor type tables and chairs

Furniture type 4 - {furn04}

Cylinder raised planting modules 400-800mm high Corten

Furniture type 5 - {furn05}

Sheffield standard steel cycle stand

Furniture type 6 - {furn06}

FSC locally sourced timber clad steel refuse bin

Furniture type 7 - {furn07}

Bus Shelter Fernbank Living Shelter

Planting

Refer to drawing MCGC-LD-05 Materials & Finishes Plan for detail.

Existing tree retained

Existing tree retained outside of site boundary

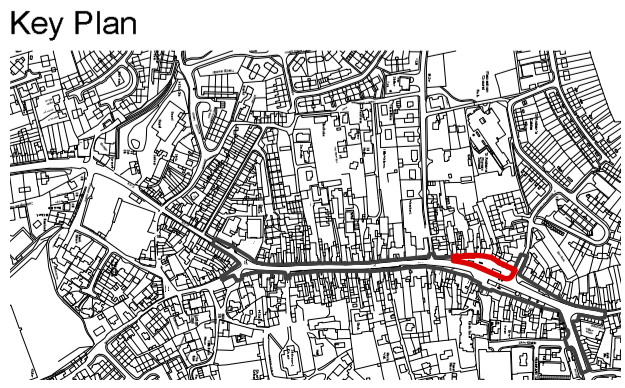
Proposed small multi stem tree

Planting mix 01

3-5L at 6/sqm Rich high quality native planting

Clipped evergreen hedges

- KEY
- 1. War memorial setting/ square
 - 2 Improved bus stop
 - 3. Improved St Andrew's junction
 - 4. Enhanced threshold



| Issue Log | | | |
|-----------|----------------------|--------------|------------|
| A | Stage 3 Draft Issue | LJ / DS | 30/03/2022 |
| B | Updates to Layouts | LJ / DS | 4/27/2022 |
| Rev | Revision Description | By / Checked | Date |

Scale

1: 200 @ A1

0

5

10

15

20 m

North

All dimensions are in millimetres unless otherwise noted.
Do not scale from this drawing.

This page is intentionally left blank

CABINET
17 MAY 2022

NORTH WEST CULLOMPTON MASTERPLAN SPD

Cabinet Member Cllr Richard Chesterton
Responsible Officer Richard Marsh, Director of Place

Reason for Report: To seek Cabinet approval for public consultation on the draft updated NW Cullompton Masterplan SPD.

RECOMMENDATION:

- 1. That the document at Appendix 1 is approved for public consultation.**
- 2. That delegated authority be given to the Director of Place in consultation with the Cabinet Member for Planning and Economic Regeneration to finalise the consultation material.**

Financial Implications: The consultant contract was awarded following a procurement process. The majority of the cost of the contract was funded through Homes England capacity funding. The associated consultation website was also produced with Homes England capacity funding. There will be no financial implications arising from adoption of the document as it adds detail to existing planning policies only.

Budget and Policy Framework: The budget for the production of the SPD utilises Homes England capacity funding (see Financial Implications).

The Mid Devon Local Plan 2013-2033 requires strategic allocations to have an adopted Masterplan SPD in place before planning permission can be granted. The existing adopted NW Cullompton Masterplan SPD is now considered out of date as it was prepared under a previous policy framework that was superseded by the adoption of the Mid Devon Local Plan 2013-2033. It also excludes three parcels of land that were either not allocated at the time or excluded from the masterplanned area. Once adopted, the revised and updated Masterplan would have Supplementary Planning Document status and will be a material consideration for planning decision making purposes in relation to the NW Cullompton urban extension. As the current SPD is considered to be out of date, it carries very limited weight in planning decisions.

Legal Implications: The process for preparing and adopting the draft Masterplan SPD is in compliance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's Statement of Community Involvement.

Risk Assessment: Policy sets out that masterplanning should take place before applications are submitted. Delay in adoption of the Masterplan SPD could in turn delay the delivery of housing on the additional parts of the site as well as affect the confidence of land owners to promote their land. Adoption of the masterplan will provide greater planning certainty and assist the site coming forward for delivery.

The existing adopted Masterplan SPD is considered out of date. If a revised and updated Masterplan SPD is not adopted, the Council may become vulnerable to

planning applications being submitted which do not accord with the Council's aspirations for the NW Cullompton urban extension and could lead to uncoordinated development which would not meet the Council's quality aspirations.

Equality Impact Assessment: The masterplan reflects the policy requirement for pitch provision for the gypsy and traveller community which will result in a more positive outcome for that community. The consultation material will include an accessible PDF document on the consultation website and there will be a variety of different ways to engage: online, in person, by phone, by social media and by post.

No other equality issues are identified for this report, but it is noted that design should have regard to the needs of different groups in community including by age and disability.

Impact on Climate Change: The draft Masterplan SPD has regard to climate change within the confines of adopted planning policy. A Supplementary Planning Document cannot introduce new policies, or expand on existing adopted policy.

Relationship to Corporate Plan: The draft Masterplan SPD will provide guidance on the planning and delivery of a strategic site for Mid Devon. It will form a refresh and update to the adopted NW Cullompton Masterplan SPD.

The draft Masterplan SPD directly relates to all four Corporate Plan 2020-24 priorities including Homes, Environment, Economy and Community.

1.0 INTRODUCTION

- 1.1 Policies CU1-CU6 of the Mid Devon Local Plan 2013-2033 allocate 100 hectares of land to the north west of Cullompton for up to 1,350 homes and associated development. Policy CU1 of the Local Plan requires comprehensive masterplanning of the development including at least two stages of public consultation, and adoption of the masterplan as a Supplementary Planning Document before any planning application is determined.
- 1.2 Masterplans bridge the gap between planning policy aspiration and its implementation in order to achieve high quality design and create successful places. They also set out key principles that planning applications will need to have regards to in order to be considered acceptable. Additionally, as masterplans often relate to large strategically important sites that are to be delivered in phases over what may be a long time period, they also need to contain flexibility in order to respond to changing circumstances.
- 1.3 Supplementary Planning Documents provide more detail to planning policies and can only be developed in support of adopted planning policies. Whilst they do not form part of the Development Plan, they are a material consideration in the determination of planning applications.
- 1.4 The existing NW Cullompton Masterplan SPD was adopted in 2016 under the then adopted Mid Devon Local Plan (the 2016 Masterplan SPD). The currently adopted Mid Devon Local Plan 2013-2033 superseded the previous

Local Plan, and so the 2016 Masterplan SPD is now considered to be out of date. The new adopted Mid Devon Local Plan also allocated two additional parcels of land, and a third parcel of land was excluded from the 2016 Masterplan SPD.

- 1.5 The draft Masterplan SPD appended to this report seeks to update the 2016 Masterplan SPD with the revised policy framework, and to include the three additional parcels of land.
- 1.6 In addition, since the 2016 Masterplan SPD was adopted, three planning permissions have been granted on the NW Cullompton urban extension, totalling 600 homes plus associated infrastructure and community facilities. The draft Masterplan SPD the subject of this report, also seeks to reflect the planning permissions already granted.
- 1.7 Policy CU1 requires a Masterplan SPD to go through at least two stages of public consultation. The 2016 Masterplan SPD was subject to two stages of public consultation. It is recommended that the draft Masterplan SPD the subject of this report goes through one further round of public consultation, as it is only a revision to an existing SPD, rather than an entirely new document.
- 1.8 Cabinet are asked to consider and approve for public consultation the draft updated NW Cullompton Masterplan SPD set out in **Appendix 1**. Following public consultation, the results of the public consultation will be reported to Cabinet, and a final draft document incorporating revisions from the consultation will be brought back to Cabinet for consideration and a recommendation to full Council for adoption.

2.0 **BACKGROUND WORK AND ENGAGEMENT TO DATE**

- 2.0 A range of studies have been carried out by the land promoters on the additional parcels in order to update the constraints on the site. The results of these studies have been analysed by the masterplan consultants and officers and where appropriate incorporated into the updated draft SPD. The constraints will be tested further through consultation with stakeholders during the public consultation.
- 2.1 Interviews have been held with various technical stakeholders and with land promoters, Cullompton Town Council and Ward Members.

3.0 **SCOPE OF DRAFT MASTERPLAN SPD**

- 3.0 The scope of the draft Masterplan SPD is to bring the document up to date to reflect newly adopted planning policies and include three further parcels of land. The draft Masterplan SPD has also been amended to reflect the three planning permissions already granted. The guiding principles, scope and form of the Masterplan SPD have not been revisited.
- 3.1 The key revisions to the 2016 Masterplan for public consultation are:
 - Updates to reflect adopted Local Plan policies

- Masterplanning of three areas of land adopted in the Local Plan but not previously masterplanned
 - Removal of provision for temporary construction access through St Georges View
 - Update to Framework Plan to reflect adopted policy and three planning permissions already granted on the urban extension
 - Updated phasing and infrastructure delivery sections
 - Updated appendices
- 3.2 A schedule of changes to the 2016 Masterplan SPD is set out in **Appendix 2** to this report.
- 4.0 **CHANGES RECOMMENDED BY PLANNING POLICY ADVISORY GROUP**
- 4.1 The draft consultation document was taken to Planning Policy Advisory Group (PPAG) on 29 April 2022. PPAG approved the document go to Cabinet on 17 May 2022, subject to the following changes.
- 4.2 Page 11, Additional land parcels, point 3. Add in “of Rull Lane” so that it reads 14.2 hectares to the north of Rull Lane”.
- 4.3 Page 21, Design Review Panel, last sentence, change “could” to “should”.
- 4.4 Pages 45, 48, 57 and other relevant text and diagrammatic references as appropriate. Differentiate between the large area of retained farmland in the northwest corner and publicly accessible green infrastructure (GI). The retained farmland should be referred to as a “green buffer” rather than GI. Where the document contains figures relating to quantum of GI being delivered (e.g. table on page 48), the retained farmland should be excluded from the total GI being delivered.
- 4.5 Pages 48 and 49, Local connections. Add in pedestrian and cycle connections to railway station, e.g. along Millennium Way.
- 4.6 Page 64, policy CU6, point i. Remove the last sentence as this was included in error.
- 4.7 Page 65, housing trajectory. Check the housing trajectory table again with Forward Planning to ensure it is realistic, and update all other references to housing delivery, if changed, including section 5.4 (see below).
- 4.8 Page 70, Section 5.4, Construction of road infrastructure. Re-write the first paragraph to make it clearer as it currently reads as being contradictory. Also, there is an omission in the second sentence of the page number for the housing trajectory table.
- 4.9 Page 73, key infrastructure trigger table. Add in contributions to bus service enhancements. Change the trigger for delivery of Rull Hill GI from “Phase 1” to “Phase 1 – prior to the occupation of 500 dwellings”.
- 5.0 **PUBLIC CONSULTATION ARRANGEMENTS**

- 5.1 The public consultation is proposed to take place over a 6 week period in June and July 2022 (dates to be finalised).
- 5.2 Means of consultation will include staffed events in Cullompton, and non-staffed exhibition material displays to be left in place for the entire consultation period (venue to be confirmed).
- 5.3 In addition, a public consultation website with interactive map has been developed and is currently in draft form awaiting the outcome of the Cabinet decision to progress to public consultation. The website will include the consultation draft of the SPD, as well as an explanation of why the SPD is being updated, what the changes are, and a separate “have your say” page with a short online questionnaire and details of other ways to comment. The interactive map will be based on the updated Framework Masterplan and will allow people to drop their comments onto the map as an alternative (or as well as) answering the consultation questions. The use of a dedicated consultation website with the interactive map will make the consultation accessible to more people and encourage a higher response rate than just having the usual questionnaire.
- 5.4 Publicity arrangements are to include a press release, a link from the MDDC website, social media posts and letters to residents within and adjoining the NW Cullompton urban extension.

6.0 HRA/SEA SCREENING

- 6.1 A Habitat Regulations Assessment (HRA) and Strategic Environmental Assessment (SEA) is required in accordance with Regulations and Directives on any plan or programme prepared for town and country planning or land use purposes and which sets the framework for future development consent of certain projects. HRA and SEA reports have been prepared as part of the public consultation material and are set out in **Appendix 3**. The screening reports indicate that the draft Masterplan SPD is ‘unlikely to have significant effects on the environment’.

7.0 CONCLUSIONS

- 7.1 An updated and revised NW Cullompton Masterplan SPD is required to reflect updated Local Plan policies, to include new land parcels, and to reflect planning permissions already granted.
- 7.2 An adopted Masterplan SPD is a requirement of policy CU1 of the Mid Devon Local Plan 2013-2033. The document refresh will ensure guidance on how the urban extension is delivered remains relevant and up to date.
- 7.3 Feedback from public consultation will help to shape the final version of the Masterplan SPD which, when adopted, will support the Local Plan, and guide the development of the proposed allocation.

APPENDICES

Appendix 1: Draft updated NW Cullompton Masterplan SPD

Appendix 2: Schedule of changes to the 2016 Masterplan SPD

Appendix 3: SEA and HRA screening reports

Contact for more information

Tina Maryan, Area Planning Officer

01884 234336

tmaryan@middevon.gov.uk

Background Papers

Adopted NW Cullompton Masterplan SPD

[Northwest Cullompton Urban Extension -](#)

[MIDDEVON.GOV.UK](#)

Circulation of the Report

Councillor Richard Chesterton, Cabinet

Member for Planning & Regeneration

North West Cullompton Masterplan

Supplementary Planning Document

Page 45

April 2022

Foreword

This Supplementary Planning Document (SPD) is an update to the North West Cullompton Urban Extension Masterplan SPD adopted in 2016 (the 2016 Masterplan SPD).

The Mid Devon Local Plan Review 2013-2033 adopted on 29 July 2020 revised the local planning policies for the NW Cullompton urban extension and allocated two new parcels of land. The relevant policies in the Local Plan are policies CU1 to CU6.

This SPD has been prepared in response to the new local planning policies in the Mid Devon Local Plan and has been informed by survey work and analysis, and consultation with key stakeholders and people in the local community.

The document provides guidance about how the urban extension should be designed and developed. It does not introduce new policies or allocate new parcels of land, but adds detail to the existing policies and allocations in the Mid Devon Local Plan.

This SPD is an update to the 2016 Masterplan SPD only and the changes are limited to those necessary to reflect existing changes to Local Plan policies, and to ensure consistency with planning permissions already granted on the NW Cullompton Urban Extension.

Report number

220119 R 01

Status

SPD

Date

April 2022

Revision

-

Author / checked

DE

Contents

Setting the Scene

| | |
|------------|--------------------------------------|
| 1.0 | Introduction |
| 1.1 | Introduction |
| 1.2 | The Purpose and Role of the Document |
| 1.3 | Planning Policy Context |
| 1.4 | The Supplementary Planning Document |
| 1.5 | Consultation |
| 1.6 | Stakeholder Workshop Feedback |
| 1.7 | Design Process |
| 2.0 | About the Site |
| 2.1 | The Site and it's Location |
| 2.2 | Land Control |
| 2.3 | Site Constraints & Opportunities |

Achieving a Quality Place

| | |
|------------|--|
| 3.0 | Development, Vision and Concept |
| 3.1 | The Vision |
| 3.2 | Development Concept |
| 3.3 | Guiding Principles |
| 4.0 | Creating the Structure |
| 4.1 | Masterplan |
| 4.2 | Amount and Land Use (Land Budget) |
| 4.3 | Densities |
| 4.4 | Movement |
| 4.5 | Landscape and Open Space |
| 4.6 | Drainage Strategy |
| 4.7 | Character Assessment |
| 5.0 | Delivering the Place |
| 5.1 | Infrastructure Planning and Delivery |
| 5.2 | Housing Delivery |
| 5.3 | Phasing |
| 5.4 | Construction of Road Infrastructure |
| 5.5 | Infrastructure Requirements |
| 5.6 | Monitoring and Review |
| 5.7 | Requirements of Future Planning Applications |

Appendix A

| | |
|------------|------------------------------------|
| 6.0 | Factors Shaping Development |
| 6.1 | Scope and Extent |
| 6.2 | Cullompton Wide Connectivity |
| 6.3 | Access and Movement |
| 6.4 | Facilities and Amenities |
| 6.5 | Visual Sensitivity |
| 6.6 | Topography |
| 6.7 | Green Space and Ecology |
| 6.8 | Hydrology |
| 6.9 | Utilities |
| 6.10 | Cultural Heritage |
| 6.11 | Character and Building Traditions |

Appendix B

| | |
|------------|----------------------------------|
| 7.0 | Consultations |
| 7.1 | First Round Public Consultation |
| 7.2 | Second Round Public Consultation |

1.0 Introduction

Setting the Scene

1.0 Introduction

The NW Cullompton Masterplan was adopted as a Supplementary Planning Document (SPD) in February 2016.

The 2016 Masterplan set out a detailed plan for the majority of the NW Cullompton urban extension as allocated by policy AL/CU/1 of the Mid Devon Allocations and Infrastructure Development Plan Document (adopted October 2010). The policy allocated an area of 74.8 hectares for 1100 dwellings and 40,000 square metres of employment floor space, which was revised in the 2016 masterplan to 1120 dwellings and 10,000 square metres of employment floor space, following additional evidence becoming available.

An area of land of approximately 5 hectares in the south west of the site was excluded from the 2016 Masterplan as no survey and design information was available at the time of this land parcel. This parcel is now included.

The Mid Devon Local Plan Review 2013-2033 was adopted on 29 July 2020. The Plan sees Cullompton as a fast growing market town which will become the principal focus of development for the district in the medium to long term.

In addition to land already allocated, policy CU1 of the Local Plan Review allocates two further parcels of residential land bringing the total allocation to 100 hectares with 1350 dwellings and 10,000m² of employment floor space.

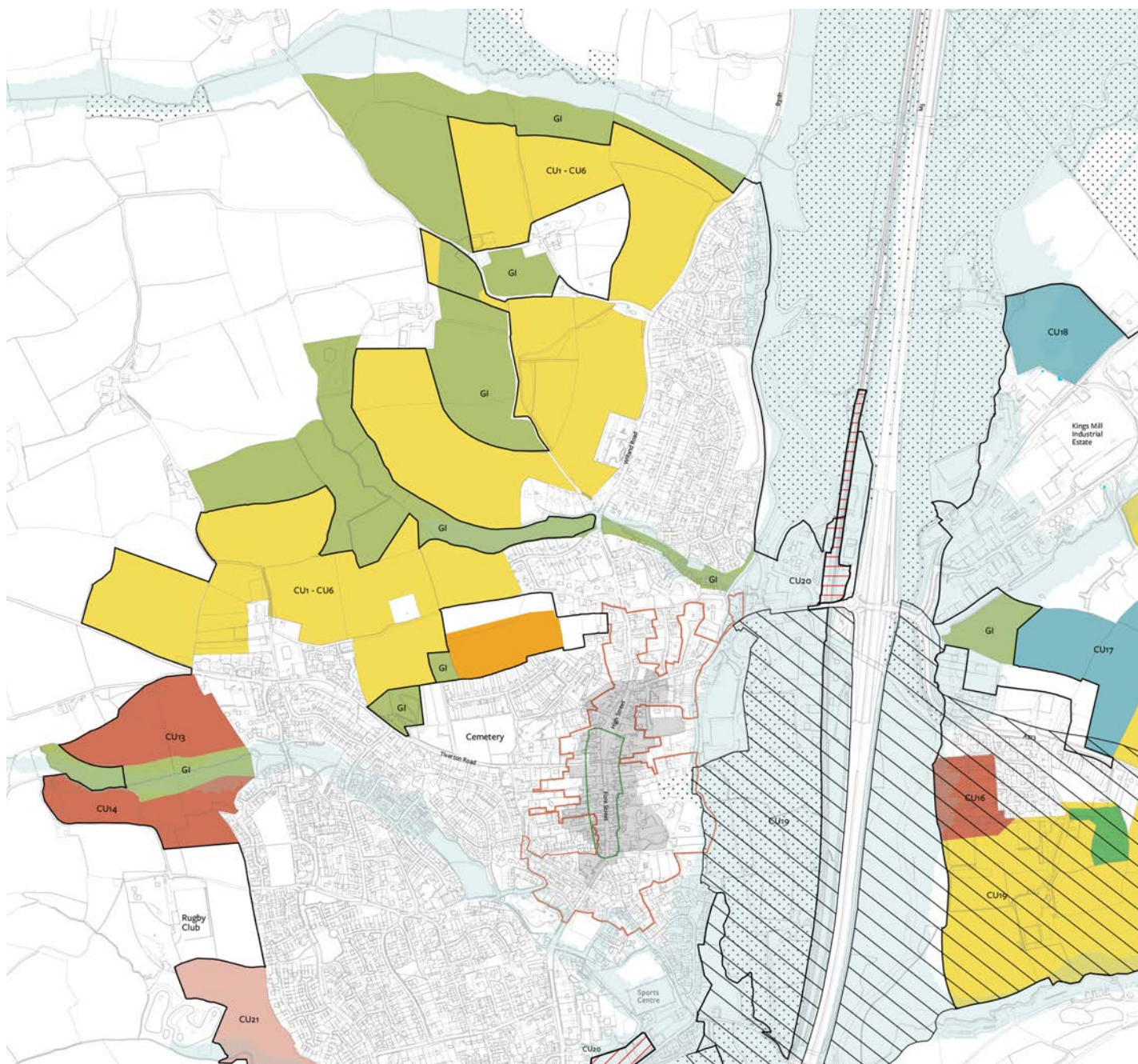
Since the 2016 Masterplan was adopted, planning permission for 600 houses and associated infrastructure and community facilities has been granted.

This SPD is an update to the 2016 Masterplan to reflect the new Local Plan policies, to add detail to the three new parcels of land already allocated, and to ensure consistency with planning permissions already granted.



Above: The map shows the three new areas that are being masterplanned. These are shown on the Local Plan policies map as mixed use and green infrastructure.





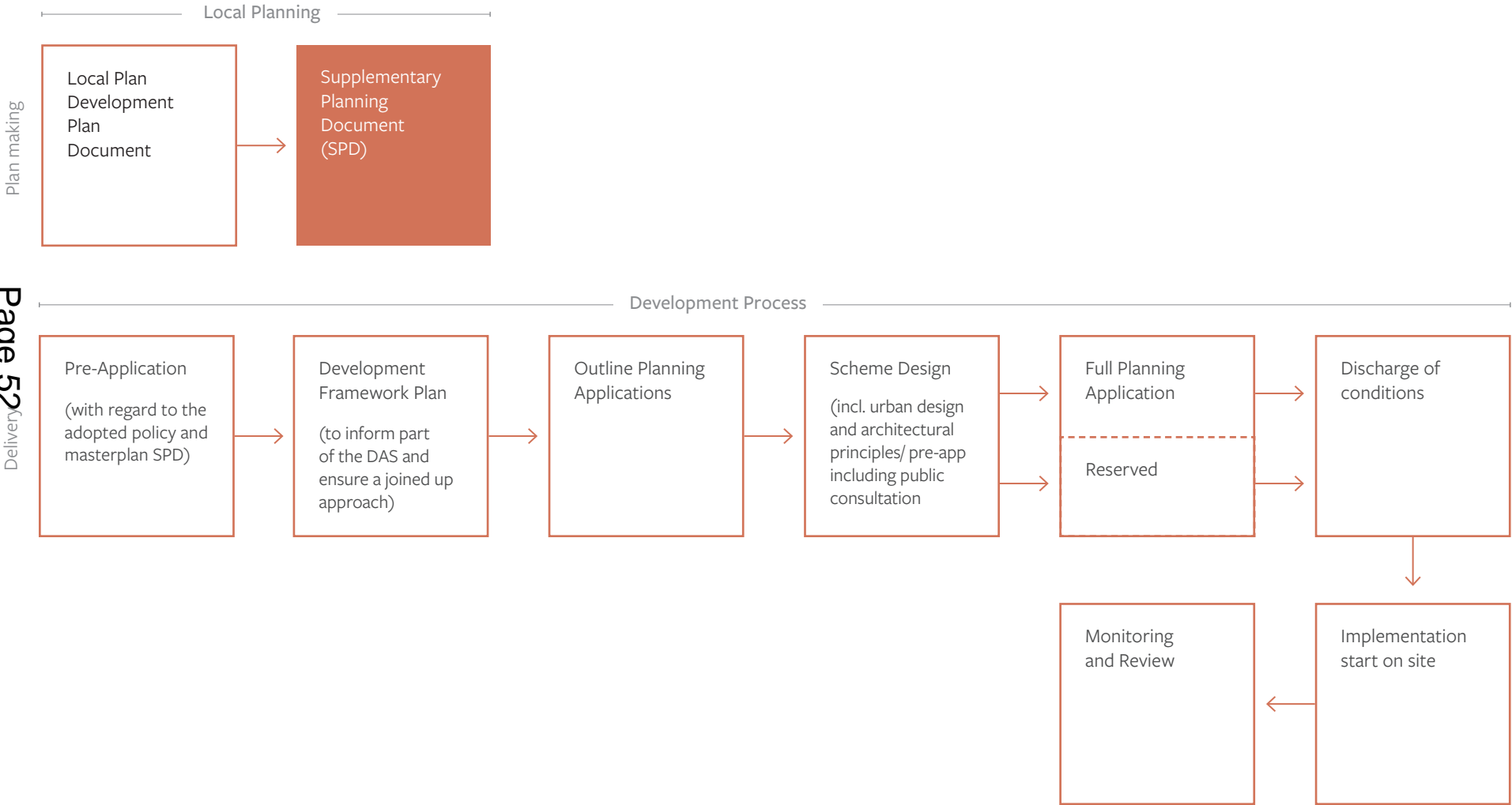
Key

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

Gross development Area:
64.2ha (NW Cullompton site)

Gross GI Area:
37.7ha (NW Cullompton site)

1.0 Introduction



Above: Plan Making and Development Process

1.2 The Purpose and Role of the Document

The 2016 Masterplan provided detail to the then current local plan policies for the site based on survey and design information available at that time.

It sets out a series of overarching design principles to achieve a high quality, locally distinctive and well integrated development, 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. Much of the 2016 Masterplan is still relevant and has been replicated within this document. The main aims of the revised and updated document are to update the policy context and include the additional land parcels. The flow diagram illustrates where the SPD sits in the development process.

As was the case with the 2016 Masterplan, the guidance contained in this updated Masterplan will need 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.”

1.3 Planning Policy Context

The 2016 Masterplan was considered under the Adopted Local Plan at the time of its preparation, in particular the Allocations and Infrastructure DPD policies AL/CU/1 to AL/CU/7. The Mid Devon Local Plan Review 2013-2033 updates and replaces those policies through new policies CU1 to CU6.

Although there are a number of material changes in the policies, a number of elements are unchanged and in some cases where there are differences due to an updated evidence base that was reflected in the 2016 Masterplan.

However there are a number of significant changes including a larger site area, increased dwelling numbers, change to affordable housing requirement and new requirements such as extra care housing and serviced plots for self-builders. There are also new requirements for contributions towards a new recycling centre, sporting and leisure facilities and a different school requirement.

Policy CU1 North West Cullompton

A site of 100 hectares to the North West of Cullompton is allocated for mixed use development subject to the following:

- 1350 dwellings with 28% affordable housing to include at least five pitches for gypsies and travellers and provision of extra care housing;
- 5% of housing to be provided as serviced plots for sale to self-builders;
- 10,000 square metres commercial floor space to include a care home or retirement complex, and other suitable uses such as a hotel or leisure development;

- Provision of at least 28 hectares strategic green infrastructure;
- Provision of a road linking Tiverton Road to Willand Road, and transport provision to ensure appropriate accessibility for all modes;
- Environmental protection and enhancement;
- Community facilities and primary school to meet local needs arising;
- Carbon reduction and air quality improvements;
- An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development; and
- Comprehensive Masterplanning of the development including at least two stages of public consultation and adoption of the Masterplan as a Supplementary Planning Document, before any planning application is determined.

Policy CU1 makes the following changes:

- Increase in site area from 74.8 hectares to 100 hectares
- Increase in number of dwellings from 1100 to 1350
- Change to the percentage of affordable housing from 35% to 28%
- Provision of extra care housing
- 5% of housing to be provided as serviced plots for sale to self-builders
- Reduction in amount of employment floor space from 40,000 square metres to 10,000 square metres, to include a care home or retirement complex (already reflected in the 2016 Masterplan).

1.0 Introduction

Setting the Scene

CU2 North West Cullompton Transport Provision

Policy CU2 deletes the requirements for a shared use path between Cullompton and Willand (already reflected in the 2016 Masterplan) and the creation of a footway and shared use link along Millennium Way (SPD refers to financial contributions towards this provision).

Two additional requirements have been added:

- Financial contributions towards the Town Centre Relief Road and traffic management measures on Willand Road and Tiverton Road; and

Capacity improvements at junction 28 M5, to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess the impact of the traffic generated from the site.

CU3 North West Cullompton Environmental Protection and Green Infrastructure

Policy CU3 remains largely unchanged. However, it deletes the requirement for an extension to the cemetery, and changes the amount of amenity open space from 2.8 hectares to 2.6 hectares and adds the following requirements:

- 4 hectares for parks, sports and recreation grounds;
- 0.1 hectares for a community garden adjoining the health centre; and
- Appropriate provision for sewerage systems serving the development, and provision of a strategically designed, and phased, Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.

CU4 North West Cullompton Community Facilities

Policy CU4 updates the requirements for provision of a primary school from a 210 place school, to a 420 place school, and requires financial contributions towards sporting a leisure facilities and a new recycling centre to serve Cullompton. The policy deletes the requirement for an Integrated Youth Support Services satellite unit.

Policy CU5 North West Cullompton Carbon Reduction and Air Quality

Policy CU5 remains largely unchanged but clarifies the wording so that off-site tree planting can be provided where sufficient cannot be accommodated on site.

Policy CU6 North West Cullompton Phasing

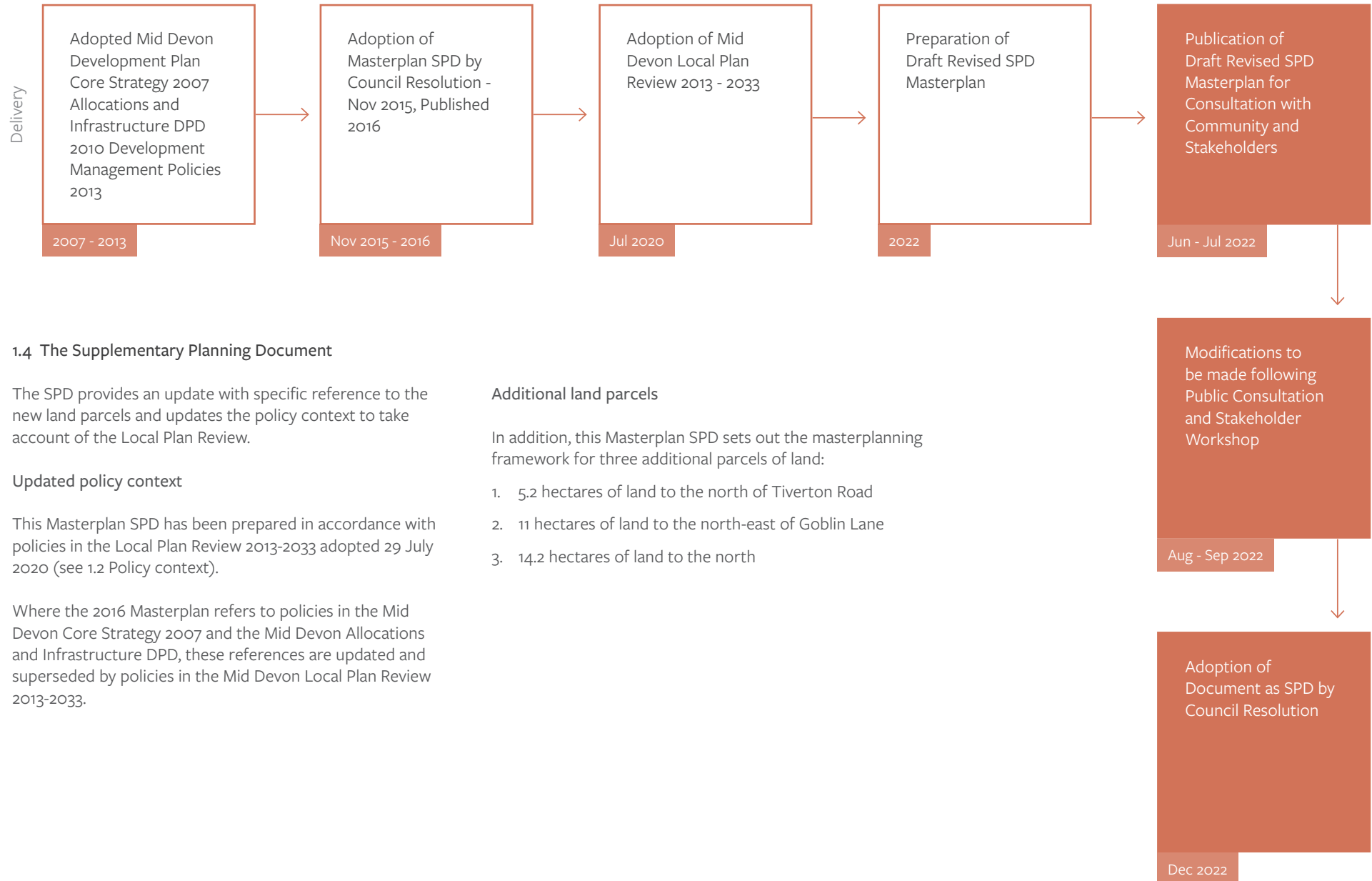
Policy CU6 makes the following changes:

- a) Affordable housing to be provided in broad step with market housing (changed from at a ratio of 1 affordable dwelling per 2 market dwellings).
- b) Adds provision of all serviced self-build plots after the through route linking Tiverton Road to Willand Road is operational.
- c) Provision of commercial development after the delivery of the first 500 houses and prior to the delivery of the first 800 houses, at a rate of at least 0.9 hectare per 150 occupied dwellings thereafter (changed from in step with housing, at a rate of at least 1 hectare per 100 occupied dwellings).
- d) Provision of 8.8 hectares of strategic green infrastructure including equipped public open space and one playing pitch prior to the occupation of no more than 500

dwellings (changed from the transfer of the green infrastructure to the local authority).

- e) Implementation of local bus service improvements prior to the occupation of no more than 500 dwellings and strategic bus service enhancements phased with development (changed from occupation of no more than 300 dwellings before the implementation of bus service enhancements).
- f) Occupation of no more than 500 dwellings before the opening of a 'through route' linking Willand Road to Tiverton Road and the delivery of traffic management measures on Willand Road (changed from 300 dwellings before the through route is open).
- g) Transfer of land for a primary school together with right of access to the Local Education Authority prior to the commencement of the development on the site, and transfer of funding for education facilities in instalments.
- h) The necessary sustainable urban drainage features, and linking pipe work is integrated and phased appropriately in step with development and, where required, temporary measures should be taken during construction to protect downstream areas from additional water run-off.
- i) Occupation of no more than 600 dwellings prior to the completion of the Cullompton Town Centre Relief Road.

SPD Preparation and Adoption Process



1.0 Introduction

Setting the Scene

Planning permissions for three parcels of land were granted on 26 November 2021.

Codex Land - 17/01170/MOUT

Outline application for the erection of up to 200 dwellings, together with associated infrastructure and other works, including vehicular access, on land comprising northern portion of Phase 1 of the North West Cullompton Urban Extension.

This land is now owned by Bloor Homes who will be developing this land parcel.

Persimmon Homes - 17/01178/MFUL

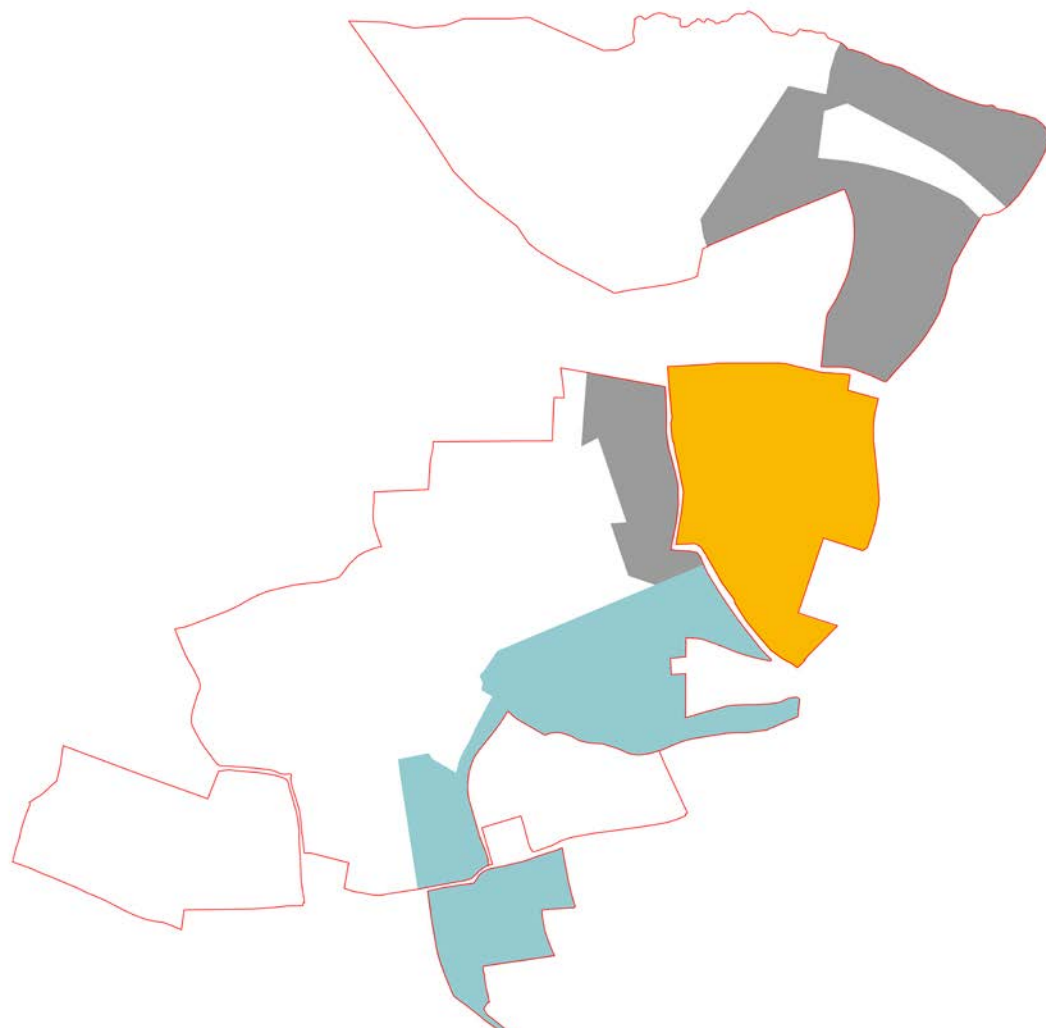
Outline application for the erection of 200 dwellings, formation of new access, provision of phase of link road, primary school site, open space, landscaping and associated works.

PM Asset Management - 17/01346/MOUT

Outline hybrid planning application for the erection of 200 dwellings together with associated infrastructure and public open space and Full permission for portion of Link Road (land comprising southern portion of Phase 1 of North West Cullompton Urban Extension).

This land is now owned by Barratt David Wilson Homes who will be developing this land parcel.

Together these three planning permissions form phase 1 of the NW Cullompton urban extension and will deliver 600 homes, the whole length of the link road, land for the primary school and community building, sports pitches, a multi-use games area, equipped neighbourhood play area, allotments, community orchards and other open space and land for a community health garden, as well as off-site traffic calming and provision of new off-site pedestrian footways, and financial contributions to schools, medical facilities and the Town Centre Relief Road.



Key

■ Bloor homes

■ Persimmon Homes

■ Barratt David Wilson

1.0 Introduction

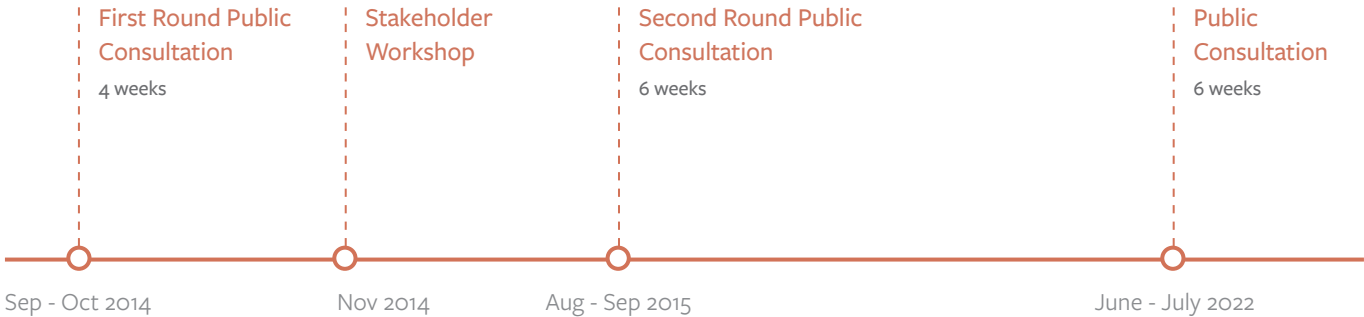
1.5 Consultation

A two stage consultation process informed the production of the 2016 Masterplan. The feedback from the public consultation and stakeholder workshop as set out in the 2016 Masterplan is still relevant. The consultation responses are set out in Appendix 2.

One further round of public and stakeholder consultation was carried out in 2022 in respect of the updated and revised Masterplan SPD.

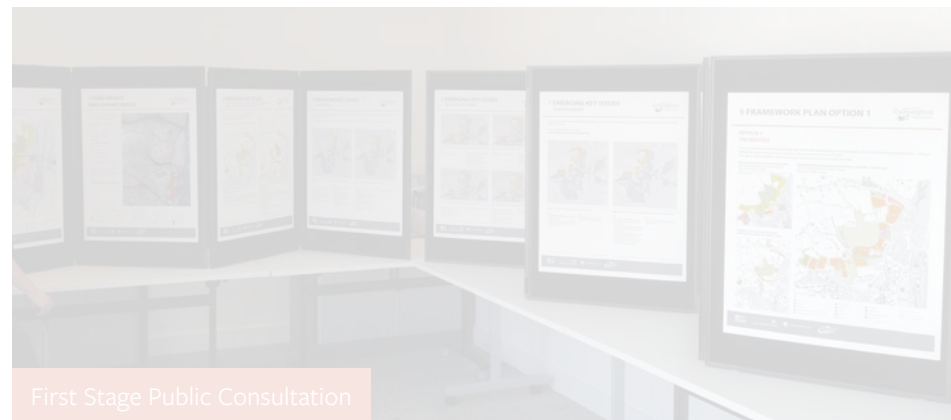
Page 58
1.5 2022 Public Consultation Feedback
TO COME

1.6 2022 Stakeholder Consultation Feedback
TO COME





Stakeholder Workshop



First Stage Public Consultation

To be updated once
consultation is
complete



Site visit with cabinet members



First Stage Public Consultation



Stakeholder Workshop

1.0 Introduction

Setting the Scene

1.5 First Round Public Consultation Feedback

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* | | | |
| If 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% | 38% |
| | Option 2- Tiverton Road to Willand Road | 18 | 28% | 64% |
| | Link road to meet Tiverton Road East of cemetery | 2 | 3% | - |
| | 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 | | | 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 |

To be updated once consultation is complete

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 new with a school to be located to be able to provide 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 facilities. 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.

1.0 Introduction

Setting the Scene

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: Road capacity for agricultural vehicles

We did: As part of the detailed design of this site the signing of all routes will be very important and a full access 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: 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 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 Rull Hill 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.

To be updated once
consultation is
complete

1.0 Introduction

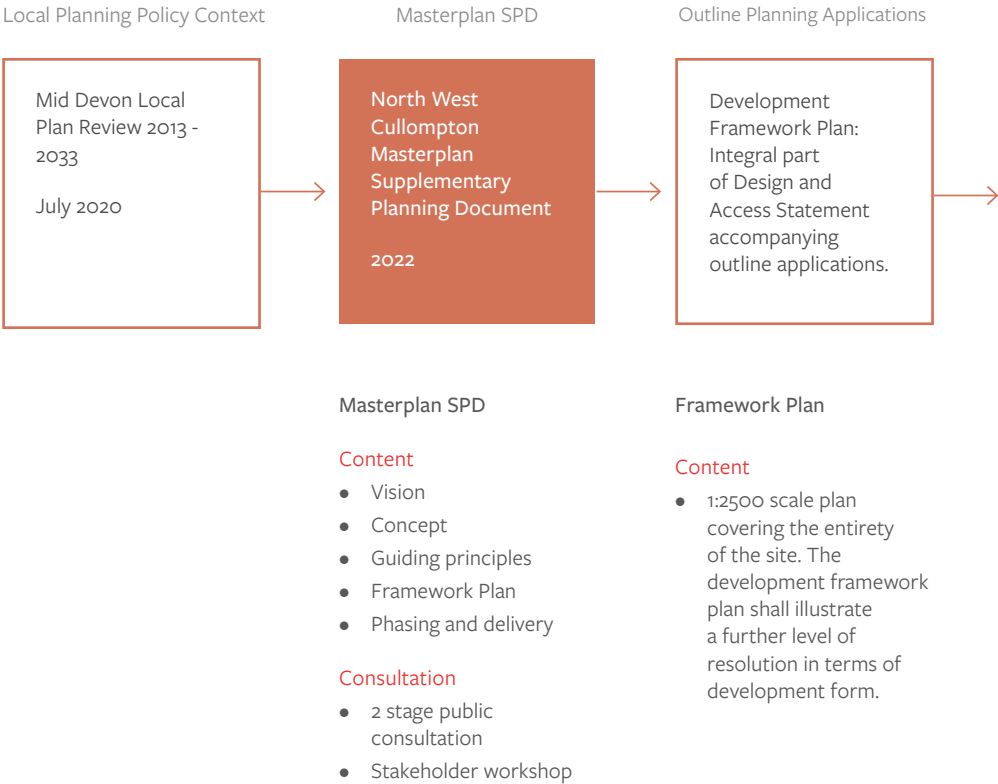
1.7 Design Process

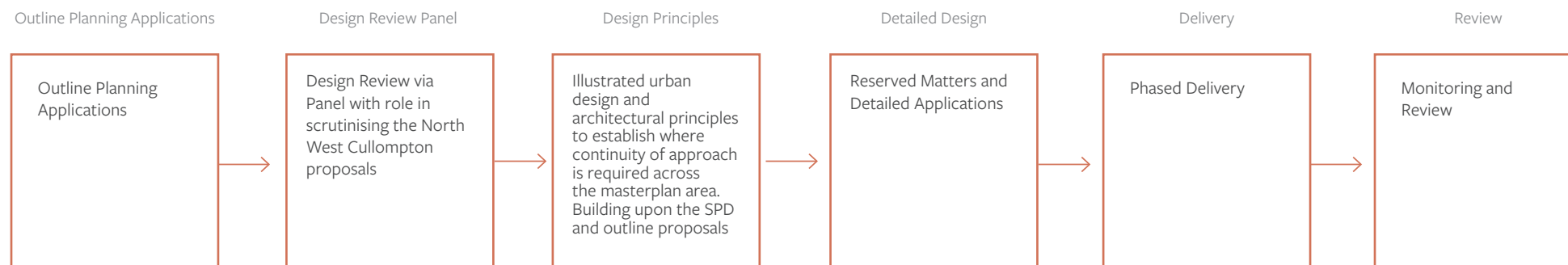
The design process as set out in the 2016 Masterplan is still relevant. A clear design process that ensures continuity, a comprehensive approach to design, and a focus upon quality, is an important pre requisite of ensuring that a successful neighbourhood is designed and built. This will require attention and flexibility throughout the period of delivery. The design process outlined proposes an approach for achieving these objectives and therefore a better foundation for securing a successful new place.

The 2016 concept layout for the new neighbourhood has three key components which has created the structure for successful place making and a compliant master plan. These three key components are:

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

This design process has applied the same principles to the new additional allocated sites.





Outline Planning Applications

Content

- Illustrative plan
- Design and Access Statement to include proposed character areas, street/space typologies, alternative design approaches, sample blocks and key areas
- Identify how masterplan principles are met
- MDDC validation requirements
- Environmental Impact Assessment as appropriate

Consultation

- Pre application consultation
- Planning application consultation

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

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.

2.0 About the site

Setting the Scene

2.0 About the site

Setting the Scene

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 8,499 (2011 census). 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 Cullompton is a focus for growth and has allocated land for this.

Location of the Site

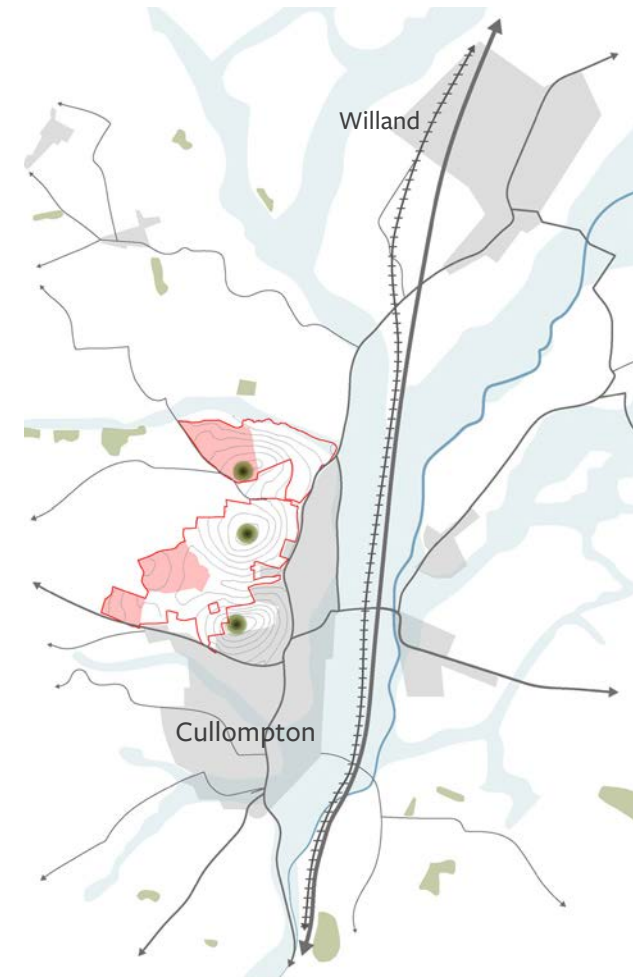
The location of the site to the North West edge of Cullompton has been identified as a suitable location for an urban extension of the town. The western boundary of the site is formed by hedgerows, the eastern, by Willand Road, the southern by hedgerows and development and Tiverton Road, and the northern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

- Allocation
- Settlement boundary
- Areas of woodland
- M5
- Main Roads
- Railway Line
- Flood Zone
- River Culm
- High points



Above: Site Location





To Bristol

approx. 65 miles
1 hour 20 mins by car
1 hour 50 mins by bus

Taunton

approx. 19 miles
35 minutes by car
45 minutes by bus

Exeter

approx. 14 miles
30 minutes by car
40 minutes by bus

2.0 About the site

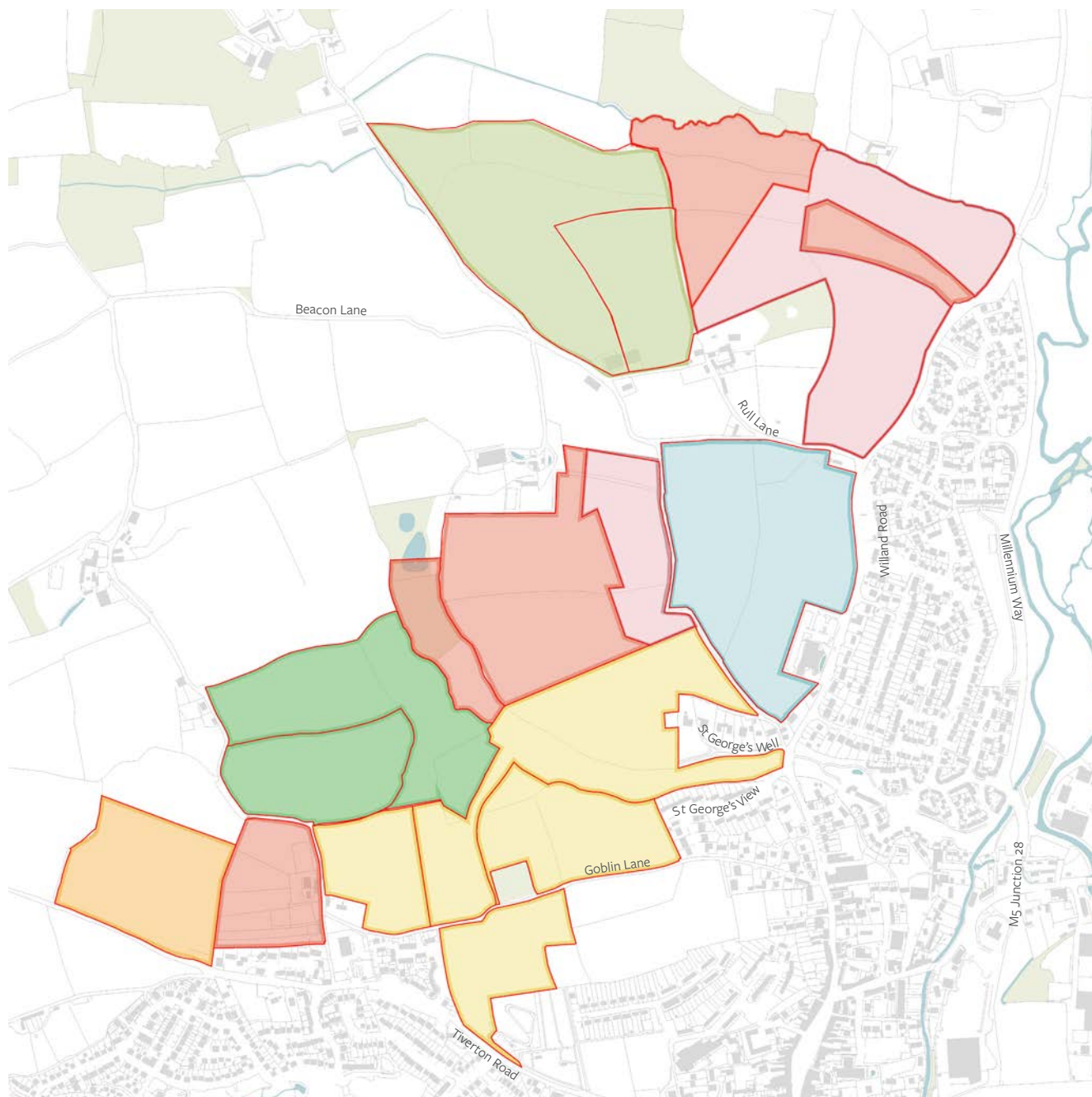
Setting the Scene

2.2 Land Control

At the time of writing the site is split between a number of land ownerships. The diagram to the right shows the extent of control of the 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.



Above: Land ownerships

2.0 About the site

Setting the Scene

2.3 Site Constraints & Opportunities

Site constraints and opportunities relating to the majority of the NW Urban Extension are set out in the 2016 Masterplan.

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 were identified in the 2016 Masterplan and remain important for this revised Masterplan SPD. They 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 the Scheduled Ancient

Monument and 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.

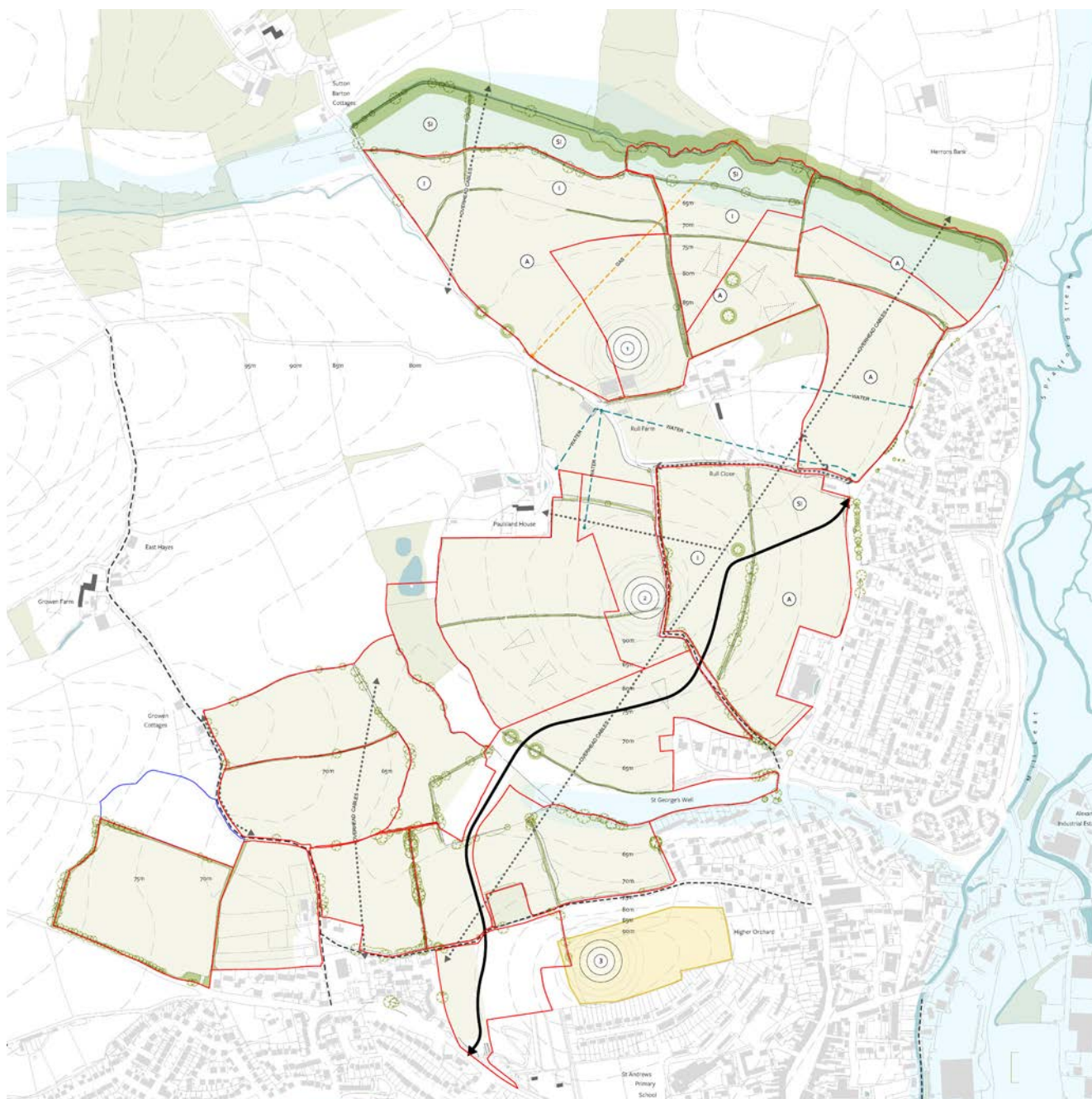
Development Area

The planning policy allocation for the site identifies areas for development and areas for green infrastructure. The areas of green infrastructure are informed by the "three hilltops" concept and existing landscape features such as St George's Well. Development areas are focused around these areas of green infrastructure.

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 56 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**
- Site boundary
 - PRoW
 - Woodland
 - ⊗ Existing Tree
 - ⊞ Existing Hedgerow
 - Watercourse
 - Floodzone
 - Ancient Monument
 - Listed buildings
- Utilities**
- Overhead electric cables
 - Underground gas pipe
 - Underground water pipe
- Ecology**
- ⊙ Hilltops
 - ⊞ Species rich hedgerows
 - ⊗ Potential habitat for otters
 - Broadleaved trees
 - SI Poor semi-improved grassland
 - I Improved grassland
 - A Arable
 - ⋯ Steep slope (greater than 1:10 gradient)

3.0 The Vision

Achieving a Quality Place

3.0 The Vision

Achieving a Quality Place

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, a popular and thriving Mid Devon town with excellent shopping, employment and leisure facilities.

The High Street offers everything you would expect from a bustling market town within walking distance from home, and the new railway station is the first choice for longer journeys to Exeter, Tiverton, Taunton and beyond.

The convenient Local Centre provides for day to day needs, and there are job opportunities and schools are within easy walking and cycling distances along safe and attractive routes.

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.



Above: Precedent images capturing the vision

3.0 The Vision

Achieving a Quality Place

3.2 Development 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 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 mix of uses including shops, community facilities, care facilities,

employment and homes. It will be served by pedestrian and cycle links and a bus stop, and could include facilities such as e-bike hire and electric car charging.

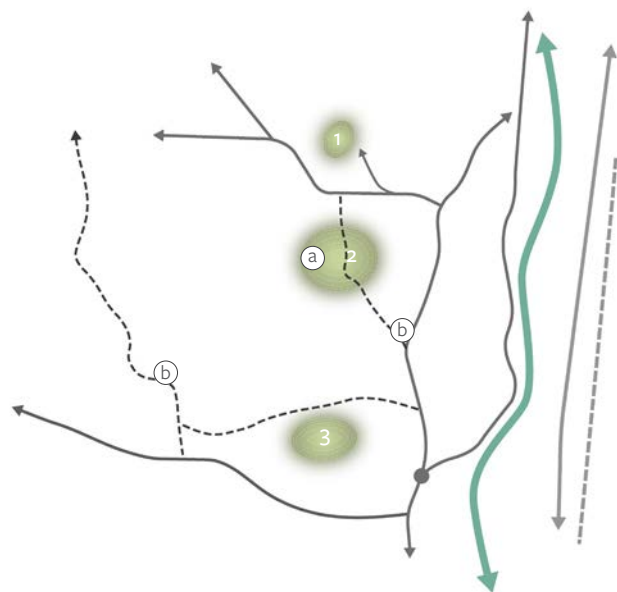
A new primary school – The heart of the new neighbourhood will be at the top of Rull Hill around the school, community uses, and hilltop park. The school is well connected along the link road with dedicated pedestrian links from the Willand Road and surrounding residential areas. The proposed sports facilities, 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 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 provides 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.

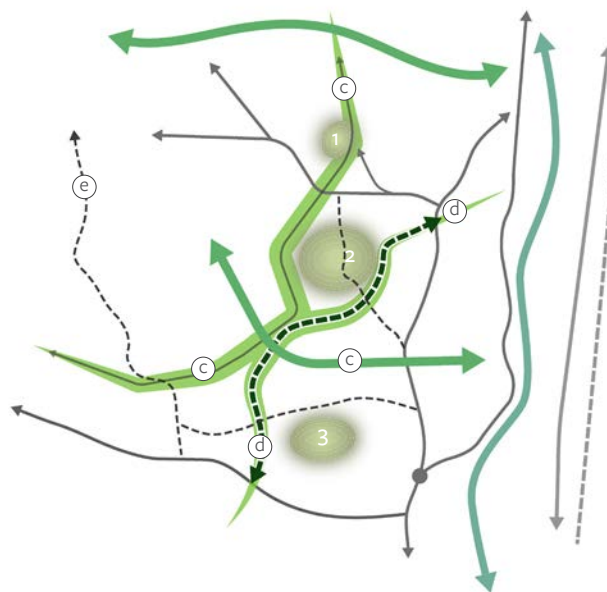
Residential development – Residential development is located around the three focal points of the site forming the key structure of the site. Development is shaped to provide enclosure and definition to spaces where needed, at a density appropriate to its proximity to the neighbourhood centre and edge of settlement. A variety of housing types and tenures should be provided to meet housing need and ensure that a balanced community is developed. The design of housing will reflect the local area, with appropriate materials and detailing.





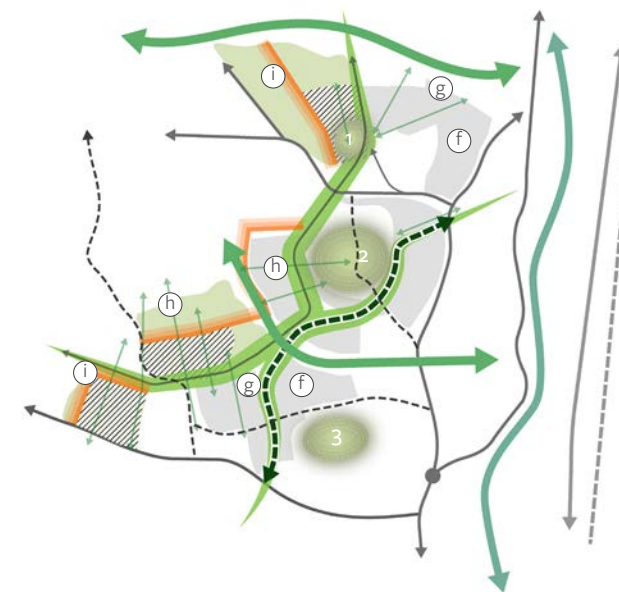
1. Three Hilltops and Green Infrastructure

- a. Parks are proposed at the top of the hills
- b. Public footpaths cross the site and connect to town centre



2. Access and Permeability

- c. Connections are made into the existing green infrastructure on and around the site maximising ecological and hydrological potential
- d. A new link from Tiverton Rd to Willand Rd unlocks the north west of the town
- e. Existing public rights of way are retained and connect into a permeable network of foot and cycle paths.



3. Development and Place Making

- f. Appropriate areas of development are introduced, shaped around the green infrastructure, minimising visual impact.
- g. Place making is reinforced with the introduction of the local centre, school and employment uses, creating a sustainable neighbourhood.
- h. New local green connections through development parcels provide access to green spaces
- i. New edge of Cullompton softened with sensitive landscapes

3.0 The Vision

Achieving a Quality Place

3.3 Guiding Principles

This section draws together the planning policy aspirations 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.

The guiding principles remain as set out in the 2016 Masterplan, except to update the policy requirements set out in this section to reflect policies in the Local Plan Review 2013-2033, as follows:

Guiding Principle A: Urban Design- Placemaking & 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 Culmpton 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 to ensure publicly accessible spaces are well overlooked;

A15 Ownership

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

A16 Physical Protection

Neighbourhoods should include any necessary 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 CU2 North West Cullompton Transport Provision 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. MDDC expects the requirement of this policy and the following guiding principles to be met.

Development will be expected to make a financial contribution towards the delivery of the Cullompton Town Centre Relief Road to mitigate its impact on capacity at Junction 28 of the M5.

Site context: integrating into the surrounding

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.*



Above: View down the High Street in Cullompton

Policy CU2 North West Cullompton Transport Provision

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

- Provision of a network of streets linking to the existing highway network, including a through route linking Tiverton Road to Willand Road suitable for buses and all agricultural vehicles;
- 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;
- Cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;
- Implementation of travel plans and other non-traditional

transport measures to minimise carbon footprint and air quality impacts;

- Financial contributions to bus service enhancements within, into and out of, the mixed-use urban extension; and
- Financial contributions to bus service enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton;
- Financial contributions towards the Town Centre Relief Road and traffic management measures on Willand Road and Tiverton Road; and
- Capacity improvements at junction 28 M5, to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess the impact of the traffic generated from the site.

3.0 The Vision

Achieving a Quality Place

Guiding Principle C: Landscape, Open Space and Recreation

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.

Policy CU3 North West Culloompton Environmental Protection and Green Infrastructure

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

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



Guiding Principle D: Socially Equitable

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 420 primary school places and early years provision and a children's centre service delivery base. 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 percentage of affordable housing is amended to 28% subject to viability. Policy CU1 introduces the requirement for 5% of the housing to be for self and custom builders. Developers will be required to demonstrate how this requirement will be met. Self and custom build plots will not be required until after the completion of the new linking road so there is an expectation that phasing will reflect this. Self and custom build plots will require a suitable access and services to be provided to the site.

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.

Policy CU4 North West Cullompton Community Facilities

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

- A serviced site of 2.1 hectares for a new primary school at no cost to the Local Education Authority;
- Provision of a 420-place school with early years provision and a children's centre service delivery base funded by appropriate contributions from developers.
- A site of 1.0 hectare for community uses including provision of a multi-purpose community building;
- Contribution towards sporting and leisure facilities; and
- Contributions towards a new recycling centre to serve Cullompton.



3.0 The Vision

Achieving a Quality Place

Guiding Principle E: Economy and Employment

Policy CU1 sets out a requirement for 10,000 square metres commercial floor space; include a care home or retirement complex, and other suitable uses such as a hotel or leisure development. The reduction in employment floor space from 40,000 square metres to 10,000 square metres was already reflected in the 2016 Masterplan.

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.

Guiding Principle F: Energy, Resource Efficiency and Air Quality

Policy CU5 updates policy on carbon reduction and air quality measures. Specific targets for renewable energy provision have been removed and provision for off-site tree planting introduced.

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 relief road, the funding for which will be by developer contribution.

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 Emissions

Scheme wide initiatives to minimise CO₂ 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.

Policy CU5 North West Cullompton Carbon Reduction & Air Quality

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

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

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/ detailed 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.

A key document for this analysis is a Landscape and Ecology Mitigation Framework that should be submitted in advance of reserved matters/detailed application.

4.0 Creating the Structure

Achieving a Quality Place

4.0 Creating the Structure

4.1 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.

Principles 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;
- 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 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.

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.

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.





- | | |
|-------------------------------|-----------------------------------|
| A. M5 Junction 28 | Residential |
| B. B 3181 | Employment |
| C. High Street | School |
| D. St Andrew's Primary School | Gypsy and Traveller |
| E. Goblin Lane | Open Space |
| F. Willand Road | Attenuation pond |
| G. Rull Lane | Allocation boundary (development) |
| H. St George's View | Allocation boundary (GI) |
| I. St Andrew's Estate | |
| J. Cullompton Health Centre | |
| K. River Culm | |

Urban Interventions

1. Local Centre
2. Primary school with sports pitch
3. Community building with changing facilities
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. Gypsy and Traveller site
11. Sports pitches
12. Pedestrian access to school and medical centre
13. Improvements to existing paths

Landscape Interventions

14. Attenuation ponds on and off site
15. Pedestrian and cycle connections throughout the site
16. Green Infrastructure (GI)
17. Green Links to the hilltops
18. Sports and recreation areas
19. Children's play areas
20. Community Orchard
21. Community Allotments
22. Community health garden
23. Hilltop Parks
24. Access to Allotments

Above: Framework plan

4.0 Creating the Structure

Achieving a Quality Place

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.

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 CU1 c) refers to the provision of 10,000 square metres commercial floorspace to provide employment. Suitable employment uses could include:

Class E - Commercial, Business and Service for use, or part use, for all or any of the following purposes:

- the display or retail sale of goods principally to visiting members of the public;
- the sale of food and drink, pubs, and hot food takeaways;
- financial and professional and other services;
- indoor sport, recreation or fitness;
- provision of medical or health services;
- a creche, day nursery or day centre;
- offices;
- research and development of products or processes; and,
- use for any light industrial process (which is a use which can be carried out in a residential area without detriment to the amenities of that area.

Class C1- Boarding or Guest Houses

Class C2 Care Homes or Extra Care Homes

- residential school, college or training centre.

Class B8-Storage or Distribution ;

Class F1-Learning and non-residential centres such as for education, art, museum, library, public hall or exhibition centre, and public worship.

Class F.2 - Local Community use such as community centre, sport, recreation or leisure

4.0 Creating the Structure

4.2 Amount and Use (Land Budget)

| | Total (ha) | Barratt DW | Codex | Bloor Homes | Persimmon | Scoble | Brunt |
|--|------------|-----------------------------|-----------------------------|-------------|-----------|--------|-------|
| Gross Areas (Hectares) | 102.22 | 24.10 | 38.03 | 11.94 | 10.97 | 11.82 | 5.36 |
| Residential (net developable areas in hectares) | 37.50 | 11.33 | 10.6 | 5.27 | 5.00 | 2.80 | 2.50 |
| Total houses circa @36dph | 1350 | 408 | 382 | 190 | 180 | 100 | 90 |
| Employment including Local Centre (Policy target amended from 4,000sqm to 8,000sqm) | 1.8 | 0.85ha (4000sqm floorspace) | 0.95ha (4000sqm floorspace) | 0 | 0 | 0 | 0 |
| Community Centre (Policy target 1ha) | 1 | 0 | 0 | 0.6 | 0.4 | 0 | 0 |
| Primary School (Policy target 2.1ha) | 2.1 | 0 | 0 | 0 | 2.1 | 0 | 0 |
| Gypsy Traveller Sites (Policy target at least 5 pitches) | 0.46 | 0 | 0.46 | 0 | 0 | 0 | 0 |
| Total Developable Net Area (Hectares) | 42.86 | | | | | | |

| | | | | | | | |
|--|-------|-------|-------|------|------|------|------|
| Green Infrastructure (Policy target 28ha) | 56.35 | 10.44 | 23.40 | 7.75 | 2.88 | 9.02 | 2.86 |
| Allotments (Policy target 0.7ha) | 0.7 | 0 | 0 | 0.7 | 0 | 0 | 0 |
| Equipped Areas of Play (Policy target 0.7ha) | 0.7 | 0 | 0 | 0.45 | 0 | 0.25 | 0 |
| Sports Pitches (Policy target 2.8ha) | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| Link Road Infrastructure | 2.07 | 1.48 | 0 | 0 | 0.59 | 0 | 0 |
| Total Non Developable Net Area (Hectares) | 61.82 | | | | | | |



Key

- Allocation
- Residential
- Employment and Local Centre
- School
- Community
- Gypsy and Traveller Sites
- Green Infrastructure
- Playing Pitch
- Allotments
- Equipped Play Areas
- Local Centre

4.0 Creating the Structure

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 (1350 houses) should be considered as a target that may be less subject to a more detailed understanding of constraints.

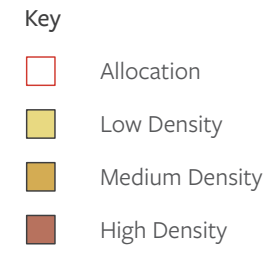
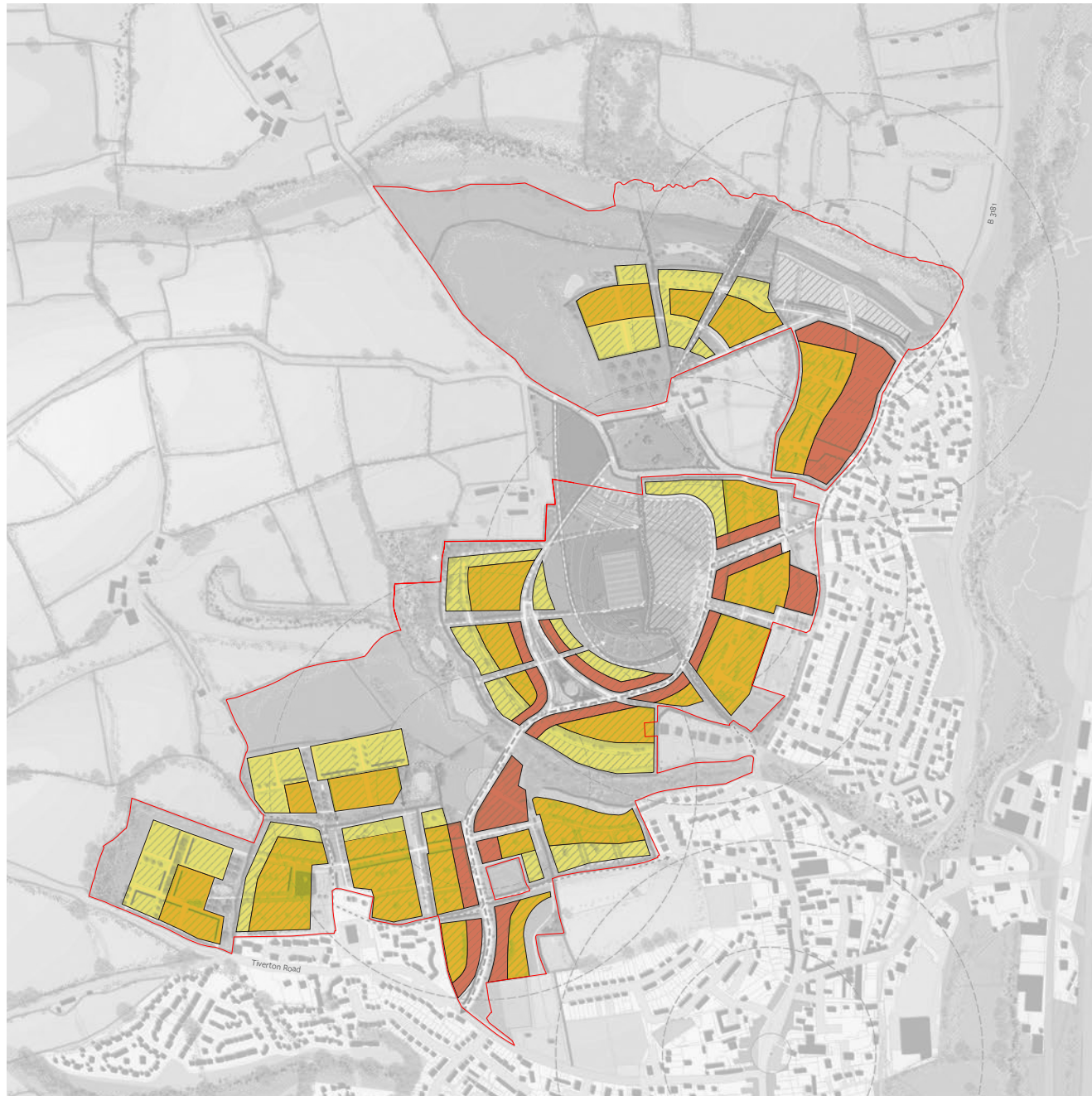
Generally, and as illustrated on the plan opposite, a higher density should be adopted around the local centre, along the link road, Willand Road and Millennium Way, as well as any other major roads within the site. This density could be between 40 and 50 dwellings per hectare.

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.



4.0 Creating the Structure

4.4 Movement

The Masterplan Strategy 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 CU2 confirms the strategic transport proposals that were identified as being required in support of the new neighbourhood. The masterplanning process 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.

In particular, the Local Plan has identified the need for:

- Provision of a network of streets linking to the existing highway network, including a through route linking Tiverton Road to Willand Road suitable for buses and all agricultural vehicles;
- 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;
- Cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;
- Implementation of travel plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts;

In addition, financial contributions are required for:

- bus service enhancements within, into and out of, the mixed-use urban extension; and
- bus service enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton;

Two additional requirements have been added:

- Financial contributions towards the Town Centre Relief Road and traffic management measures on Willand Road; and
- Capacity improvements at junction 28 M5, to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess the impact of the traffic generated from the site.

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

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.
- 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.



Key

- Allocation
- A. New junction to B3181 Willand Road
- B. New junction to Tiverton Road
- C. Link Road
- D. Improvements to existing rights of way
- E. Enhancements to Willand Road
- F. Goblin Lane
- Existing primary route
- Link road
- Primary route
- Secondary route
- Tertiary route
- Footpaths and bridleways

4.0 Creating the Structure

Achieving a Quality Place

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.

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

Planting should reflect the local landscape and include native species wherever possible. The planting mix should include more mature trees in key areas to add a leafy character from the start.

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:

- Hilltop Park
- Green Links to the hilltops
- Enhanced biodiversity
- Attenuation ponds and other SUDS features
- Pedestrian and cycle connections
- Wetland areas
- Woodland areas
- Retained hedgerows and veteran trees
- Areas for informal recreation
- Community Allotments
- Community Orchards
- Formal and informal play areas
- New sports pitches and multi-use games area
- Community health garden

Landscape precedents



4.0 Creating the Structure

Achieving a Quality Place

4.5 Landscape and Open Space

A. Hilltop Parks

The hilltop parks provide 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 provide enhanced biodiversity with leisure and recreation uses.

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 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 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. The two pitches centrally located on Rull Hill will be easily accessible for the new neighbourhood and the wider community. One pitch will be located within the school grounds and there may be the opportunity for shared use with the community at the weekend. The senior pitch on Rull Hill will also have shared use of a car park with the community building to facilitate competitive matches. The third pitch will be located off-site in order to supplement existing sports provision in the town This reflects community feedback from the first consultation phase.

N. Areas retained for farmland

The parcel in the north west is to be retained as farmland.

O. Community Health Garden

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



Key

- Site boundary
- A. Hilltop Park
- B. Green Links to the hilltops
- C. Enhanced biodiversity
- D. Attenuation ponds and other SUDS area, including off site attenuation
- 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 NEAP, LEAPs and LAPS
- M. New sports pitches
- N. Areas retained for agriculture
- O. Community Health Garden

4.0 Creating the Structure

Achieving a Quality Place

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, previous 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.



Key

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

4.0 Creating the Structure

Achieving a Quality Place

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 (A)

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 (B)

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 (C)

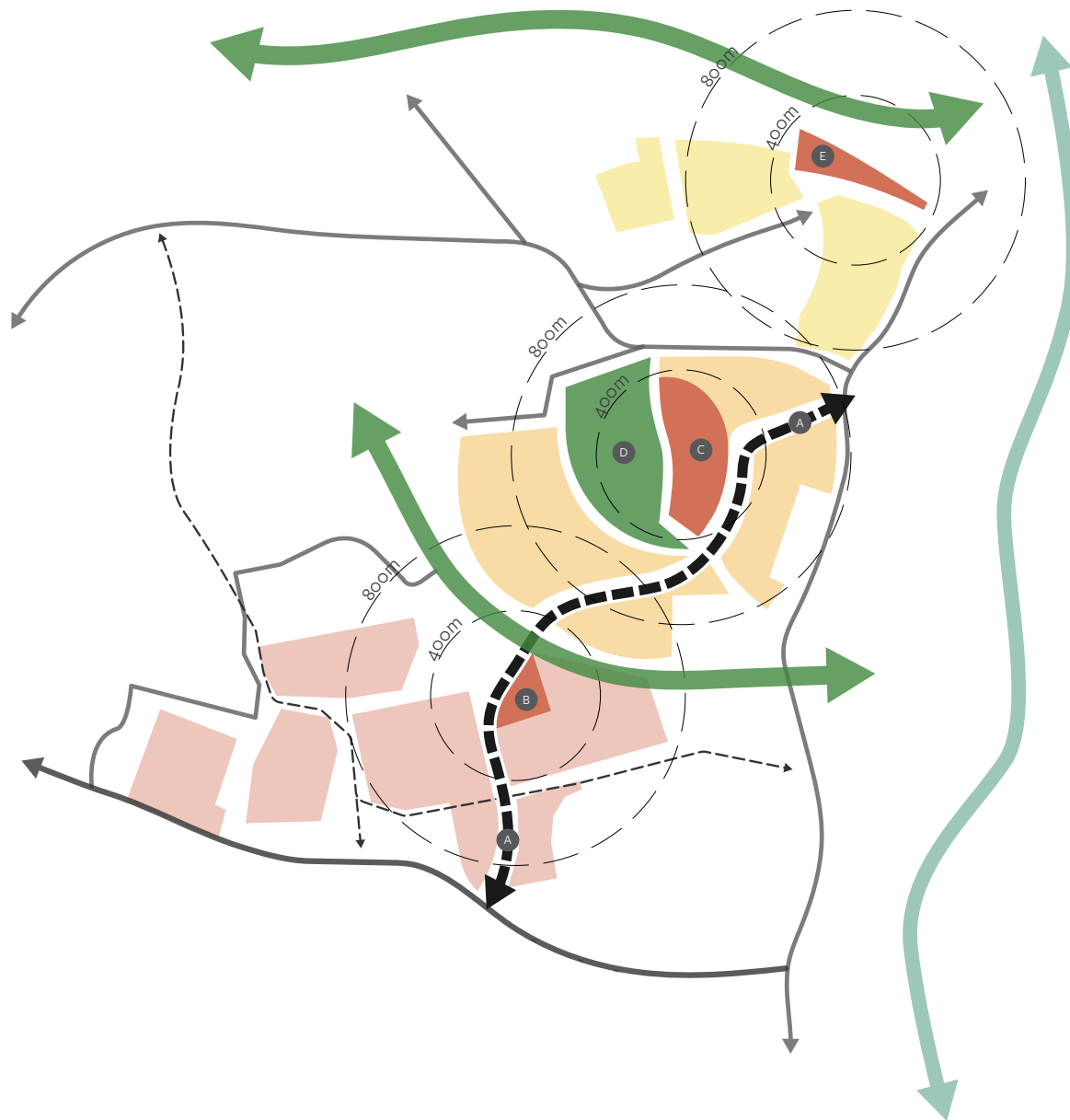
The school, as well as the community building and playing pitches would be located in a second focus point along the proposed link road. It will provide good links to the countryside, but also to the existing health-centre along Willand Road and beyond that to the town centre. The school and community 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 (D)

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.





Key

- Site boundary
- A Link road
- B Local Centre
- C School and Community Centre
- D Rull Hill Open Space
- E Employment Area

5.0 Delivering the Place

Achieving a Quality Place

5.0 Delivering the Place

Achieving a Quality Place

5.1 Infrastructure and Planning Delivery

Policies CU1 and CU6 of the Local Plan Review require an agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development.

Policy CU6 is set out below:

Policy CU6 North West Cullompton Phasing

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

- a. Provision of affordable housing will be in broad step with the market housing;
- b. Provision of all serviced self-build plots after the 'through route' linking Tiverton Road to Willand Road is operational;
- c. Provision of commercial development after the delivery of the first 500 houses and prior to the delivery of the first 800 houses, at a rate of at least 0.9 hectares per 150 occupied dwellings thereafter;
- d. Provision of 8.8 hectares of strategic green infrastructure including equipped public open space and one playing pitch prior to the occupation of no more than 500 dwellings;
- e. Implementation of local bus service improvements prior to the occupation of no more than 500 dwellings and strategic bus service enhancements phased with development;
- f. Occupation of no more than 500 dwellings before the opening of a 'through route' linking Willand Road to Tiverton Road and the delivery of traffic management measures on Willand Road;

- g. Transfer of land for a primary school together with right of access to the Local Education Authority prior to the commencement of the development on the site, and funding for education facilities in instalments;
- h. The necessary sustainable urban drainage features, and linking pipe work is integrated and phased appropriately in step with development and, where required, temporary measures should be taken during construction to protect downstream areas from additional water run-off; and
- i. Occupation of no more than 600 dwellings prior to the completion of the Cullompton Town Centre Relief Road. Provision of M5 access improvements before any dwellings are occupied and thereafter broadly in step with development.

The policy objective is to ensure that development and infrastructure come forward in step, minimising the impact of development while ensuring that the development remains viable.

The strategy is set out in the following sections and will achieve 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.

The North West Cullompton urban extension is a strategic development site and will have large infrastructure costs which will be funded via developer contributions. This requirement was reflected in the principles underlying the original phasing strategy contained in the 2016 Masterplan which have also formed the basis on which the phasing strategy contained in this Masterplan has been prepared.

In compiling a list of infrastructure in relation to this allocation, the Council 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. Each phase of the site must therefore be approved on a comprehensive basis.

5.2 Housing Delivery

Assumptions around the rate of housing delivery

The Mid Devon Local Plan 2013-2033 sets out an expected year on year trajectory for the provision of housing. On this site, the Local Plan anticipated delivery of the first 49 homes in 2020/2021 with the development of the urban extension completing in 2032/2033.

Policies CU1 and CU6 of the Local Plan Review require an agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development. The phasing strategy is intended to achieve delivery of the 1350 completions within an 11 year period ending in 2032/2033.

| Year | Annual Completions | Running Total |
|--------------------|--------------------|---------------|
| Year 1 (2022-23) | 100 | 100 |
| Year 2 (2023 - 24) | 150 | 250 |
| Year 3 (2024-25) | 150 | 400 |
| Year 4 (2025-26) | 150 | 550 |
| Year 5 (2026-27) | 150 | 700 |
| Year 6 (2027-28) | 150 | 850 |
| Year 7 (2028-29) | 100 | 950 |
| Year 8 (2029-30) | 100 | 1050 |
| Year 9 (2030-31) | 100 | 1150 |
| Year 10 (2031-32) | 100 | 1250 |
| Year 11 (2032-33) | 100 | 1350 |

Planning permissions have now been granted for the first 600 homes and first completions are now expected in 2022/2023. The expected completion figures are set out in the revised housing delivery table below.

Development has already started with the commencement of the construction on the Persimmon site, and the projected build out of the urban extension is shown in the table below. The expected completion figures assume two or more house builders on site at the same time.

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 Mid Devon Local Plan 2013-2033 sets out a 28% 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.

The 2016 Masterplan recognised that further viability testing and assessment will be needed to establish the level of affordable housing, including the potential for affordable housing to be deferred or reduced in early phases as significant transport infrastructure is required to be brought forward early in the development. This is reflected in the level of affordable housing that can be delivered in the first phase of 600 houses being reduced to 10%. Further phases are expected to deliver a policy-compliant level of housing. Once provided, affordable

housing should be delivered in step with market housing. 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 CU1 of the Mid Devon Local Plan 2013-2033.

Based on an average household size of 2.3 persons in Mid Devon it is anticipated that circa 1350 dwellings could result in a population up to approximately 3,105.

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.

Policy CU1 adds the requirement for 5% of the dwellings to be available to self and custom builders. Policy CU6 provides for the provision of all serviced self-build plots after the 'through route' linking Tiverton Road to Willand Road is operational. Therefore, development in phases 2 and 3 at will be expected to deliver 5% self-build homes.

5.0 Delivering the Place

Achieving a Quality Place

5.3 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; and,
- 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 11 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 Policies CU1 and CU6 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.

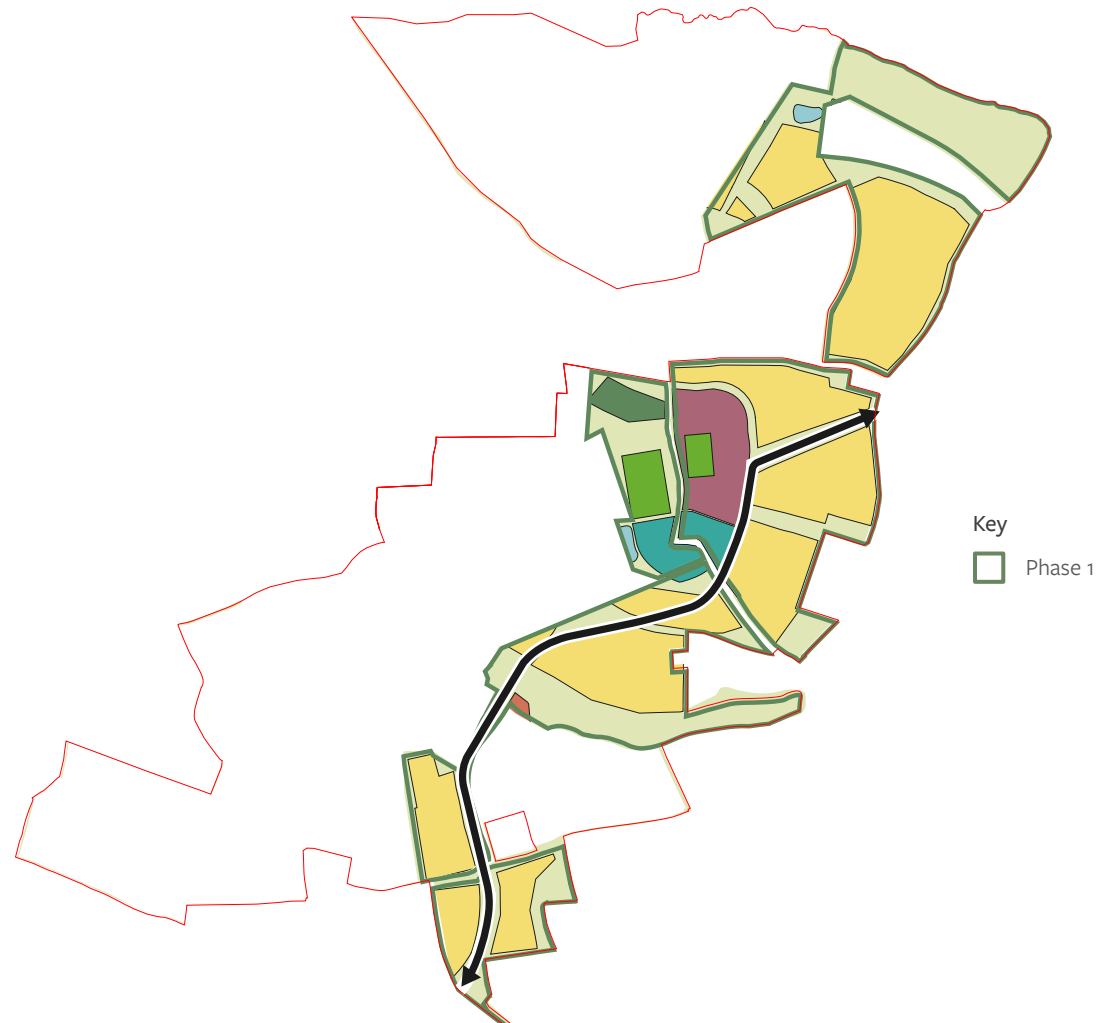
The overall approach taken towards phasing and infrastructure delivery in this SPD is to seek to ensure that each phase of development is as self-sufficient as possible whilst delivering necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following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

5.0 Delivering the Place

Achieving a Quality Place

Phase 1:

- 600 houses
- 10% affordable housing
- Link Road - whole length
- Persimmon will be 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, Saxon Way, Plantagenet Drive and Norman Drive
- Provision of footways in Millennium Way to bus stops
- Transfer of 2.1 ha of serviced and accessible land for primary school and associated sports pitch
- Transfer of 0.4 ha of serviced and accessible land for community building
- Rull Hill - hilltop green infrastructure including sports pitch, allotments, community orchard and an equipped play area
- Transfer of health garden land to serve Culm Valley Integrated Health Centre



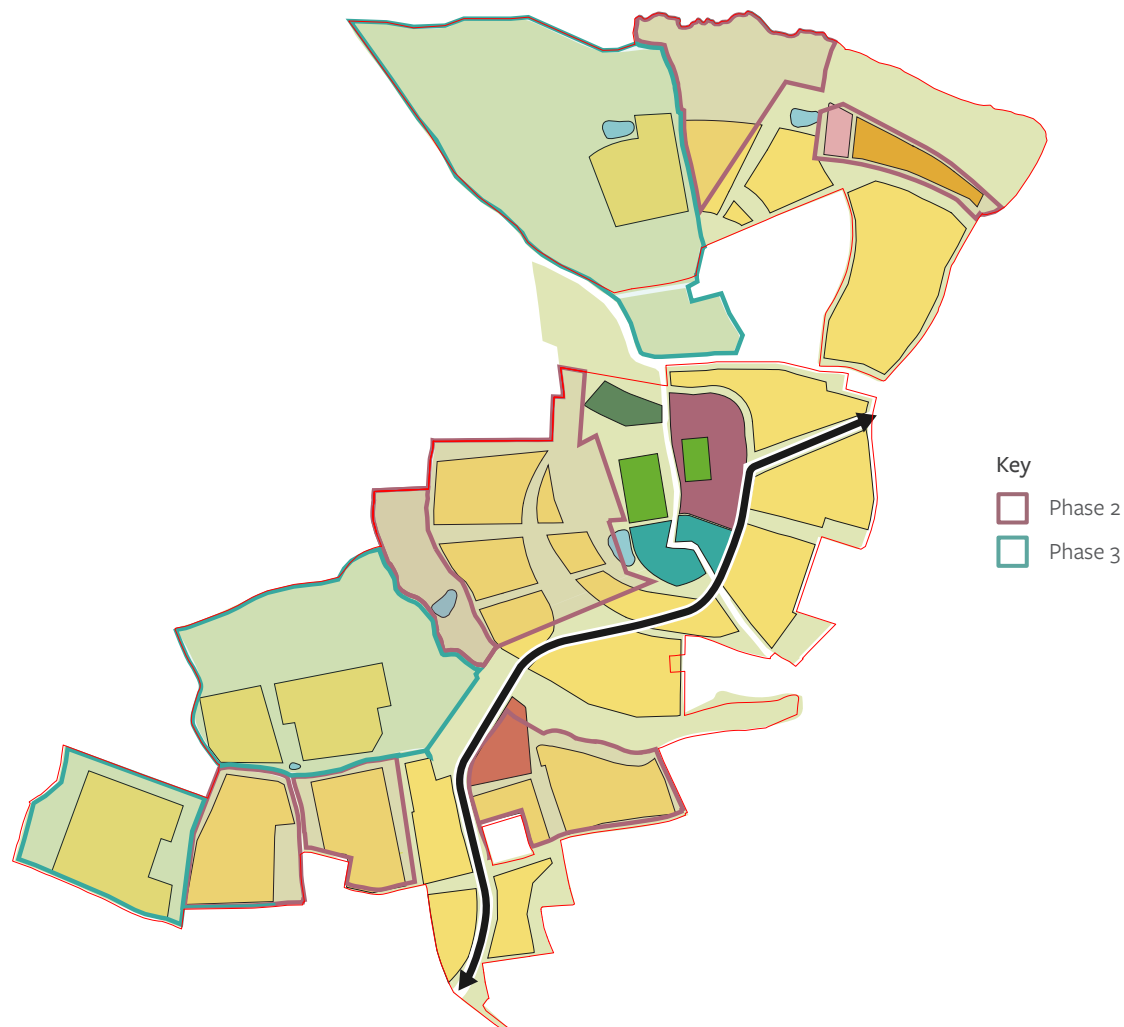
Above: Phase 1 plan

Phases 2/3:

- 750 houses
- 28% affordable housing
- Provision of 5% self and custom build plots
- Completion of primary school building and associated sports pitch
- Completion of remainder of footway along Millennium Way
- Provision of local centre
- Delivery of land for employment provision
- Completion of green infrastructure
- Serviced and accessible land for gypsy and traveller site
- Community building
- Third sports pitch (off-site provision)

Key

- Site boundary
- Residential
- Employment & Local Centre
- School
- Community
- Gypsy and Traveller Sites
- Green Infrastructure
- Playing Pitch
- Allotments
- Equipped Play Areas
- Local Centre



Above: Phases 2 & 3 plan

5.0 Delivering the Place

Achieving a Quality Place

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 shows that by the end of year 2 up to 250 houses will have been built, with up to 400 houses completed by the close of Year 3, and 550 houses completed by the end of Year 4.

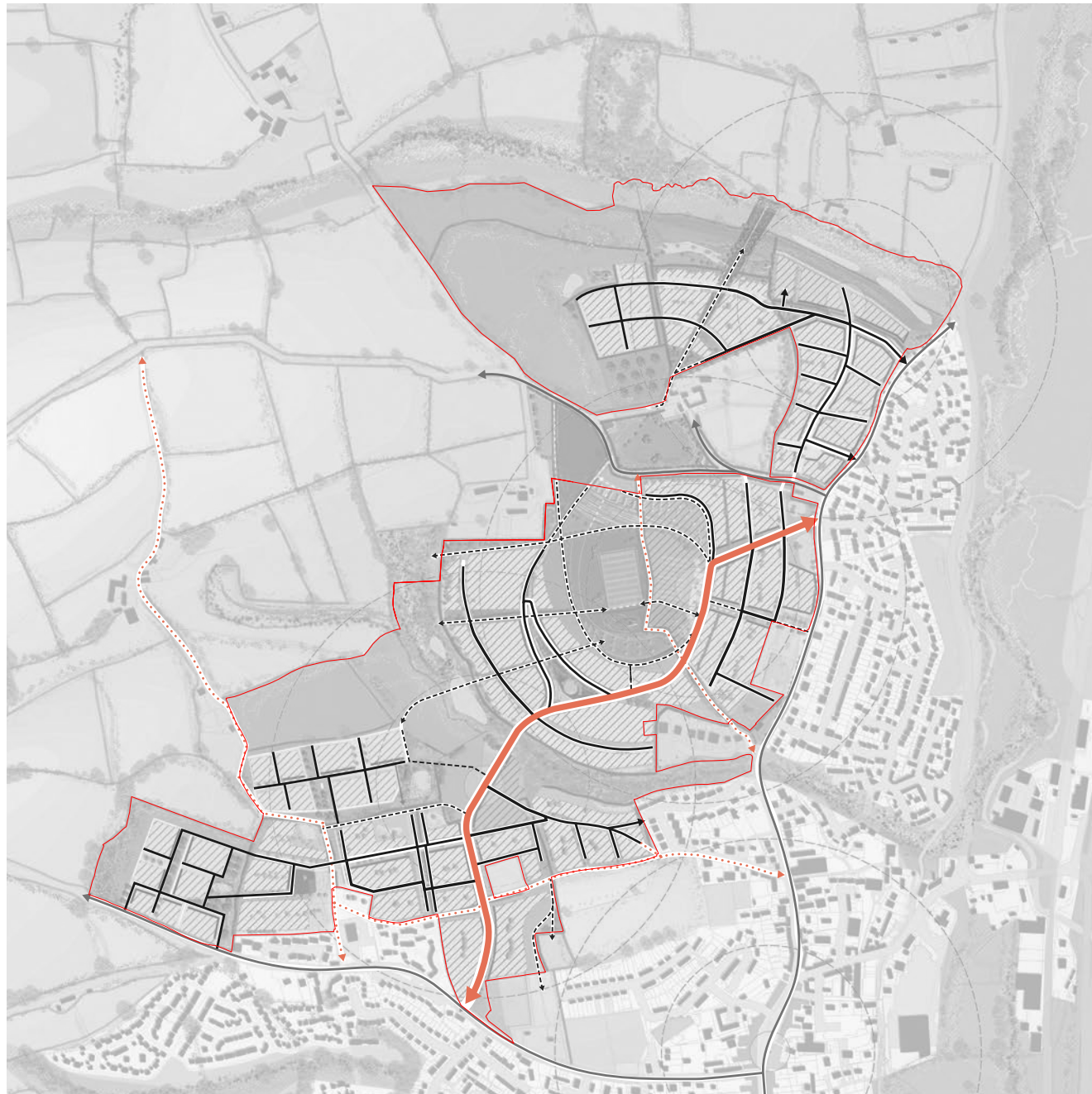
It is now intended that construction will start from both the Willand Road and Tiverton Road ends, rather than a construction access coming through St George's View.

The part of the link road through the Persimmon parcel will be completed before the occupation of 100 houses on the Persimmon site, and the part through the Barratt David Wilson parcel will be completed before the occupation of 100 houses on that land parcel. At a rate of delivery of 50 houses a year on each land parcel, it is anticipated that the road will be completed within 2-3 years of commencement on site. This is the same time frame as anticipated in the 2016 Masterplan SPD.

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 the 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 controlled speeds, especially in the vicinity of the proposed primary school.

Parallel parking bays will provide opportunities 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.





- Key
- Site boundary
 - Link Road
 - Other Proposed Roads
 - Pedestrian routes
 - Public rights of way
 - Existing Roads

5.0 Delivering the Place

5.5 Infrastructure Requirements

Infrastructure Required and Triggers for Delivery

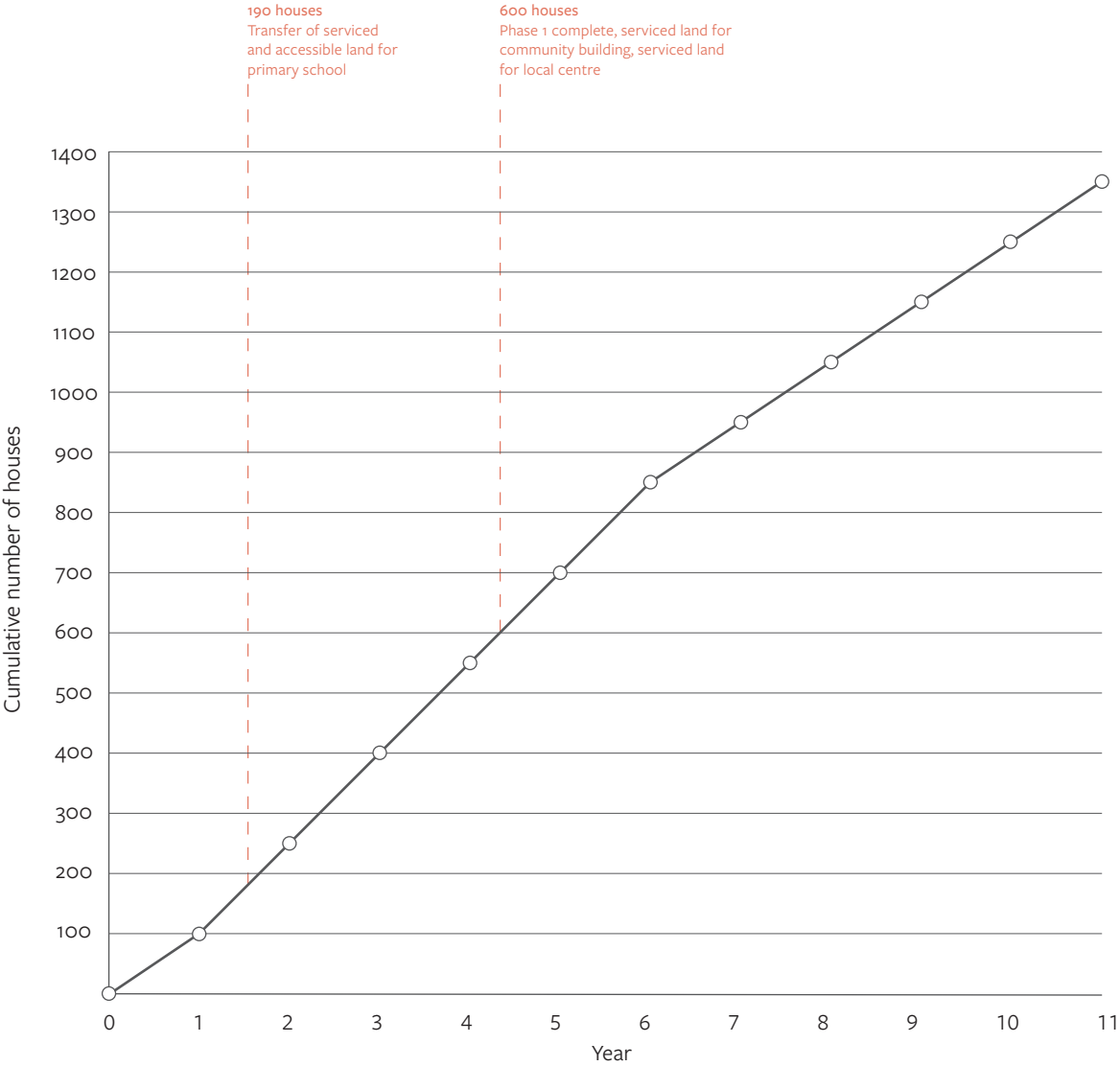
The key elements of infrastructure required to support the vision and aims of sustainable development at Cullompton's new neighbourhood have been based on requirements set out in the Mid Devon Local Plan 2013-2033 together with information collected from stakeholders and the wider community.

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 Mid Devon Local Plan.

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.

The infrastructure trigger table is updated to remove references to a construction access through St George's View, and to reflect green infrastructure provision specified in policy CU3.



Above: Indicative timeline

| Key infrastructure required | Anticipated phase for delivery and trigger point where known | Lead delivery organisation |
|--|---|----------------------------|
| Access and Transport | | |
| Opening of a through route linking Willand Road to Tiverton Road | Phase 1 - prior to occupation of no more than 500 dwellings | Developer |
| 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 |
| 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 Saxon Way, Plantagenet Drive and Norman Drive | Phase 1 | Developer |
| Footway and shared use link along Millennium Way | Phased with development | Developer |
| 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 |
| Education Facilities and Community Building | | |
| Transfer of serviced and accessible land for a primary school (2.1 hectares) | Phase 1 | Developer |
| Provision of primary school building, playing pitch and early years facilities | Phased with development according to Devon County Council's requirements | Developer / DCC |
| Enhancements to secondary education provision | Phased with development | Developer / DCC |
| Transfer of serviced and accessible land for community building (0.4 hectares) | Phase 1 | Developer |
| Provision of community building | Phase 2 | Developer |
| Transfer of serviced and accessible land for health garden | Phase 1 | Developer |
| Employment and Local Centre | | |
| Provision of serviced and accessible employment land | Phase 2 | Developer |
| Employment buildings built with demand | Phase 2 | Developer |
| Serviced land for Local Centre | Phase 1, once link road is open | Developer |
| Green Infrastructure | | |
| Rull Hill green infrastructure (7.4 ha) including allotments (0.7 ha) and one equipped play area (0.45 ha) with necessary financial support and management | Phased with development | Developer |
| One playing pitch (1.4ha) with necessary financial support and management | Phase 1 | Developer |
| Other green infrastructure including second equipped play area and off-site provision of third playing pitch with necessary financial support and management | Phases 2 and 3 | Developer |
| Sustainable urban drainage systems (SUDS) | Phased with development | Developer |
| Gypsy and traveller site | | |
| Serviced land for gypsy and traveller site (sufficient for at least 5 pitches) | Phase 2 | Developer |

* 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.
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

5.0 Delivering the Place

Achieving a Quality Place

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, developers 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 further changes to the adopted policy of this Council, given that the Council is progressing a review of the adopted Local Plan. 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.





- | | |
|-------------------------------|-----------------------------------|
| A. M5 Junction 28 | Residential |
| B. B 3181 | Employment |
| C. High Street | School |
| D. St Andrew's Primary School | Gypsy and Traveller |
| E. Goblin Lane | Open Space |
| F. Willand Road | Attenuation pond |
| G. Rull Lane | Allocation boundary (development) |
| H. St George's View | Allocation boundary (GI) |
| I. St Andrew's Estate | |
| J. Cullompton Health Centre | |
| K. River Culm | |

Urban Interventions

1. Local Centre
2. Primary school with sports pitch
3. Community building with changing facilities
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. Gypsy and Traveller site
11. Sports pitches
12. Pedestrian access to school and medical centre
13. Improvements to existing paths

Landscape Interventions

14. Attenuation ponds on and off site
15. Pedestrian and cycle connections throughout the site
16. Green Infrastructure (GI)
17. Green Links to the hilltops
18. Sports and recreation areas
19. Children's play areas
20. Community Orchard
21. Community Allotments
22. Community health garden
23. Hilltop Parks
24. Access to Allotments

5.0 Delivering the Place

Achieving a Quality Place

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.

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: middevon.gov.uk/residents/planning/

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 CO₂ (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.
- 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

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.

6.o Factors Shaping Development

Appendix A

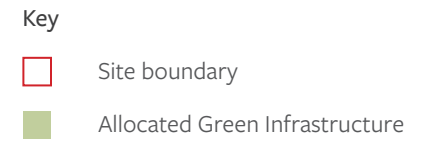
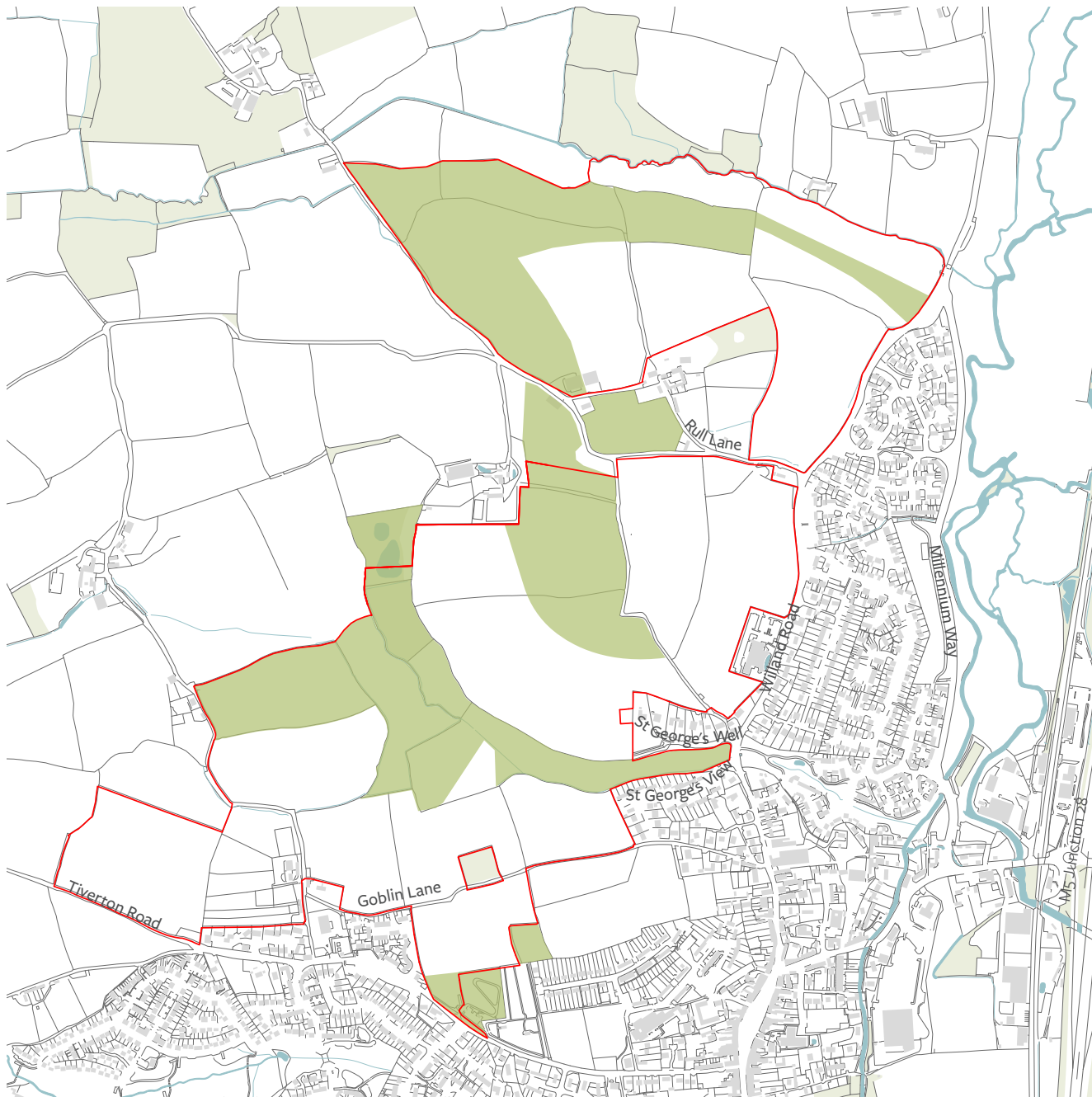
6.0 Factors Shaping Development

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





6.0 Factors Shaping Development

6.2 Cullompton Wide Connectivity

Survey/Analysis:
Mapping 2022

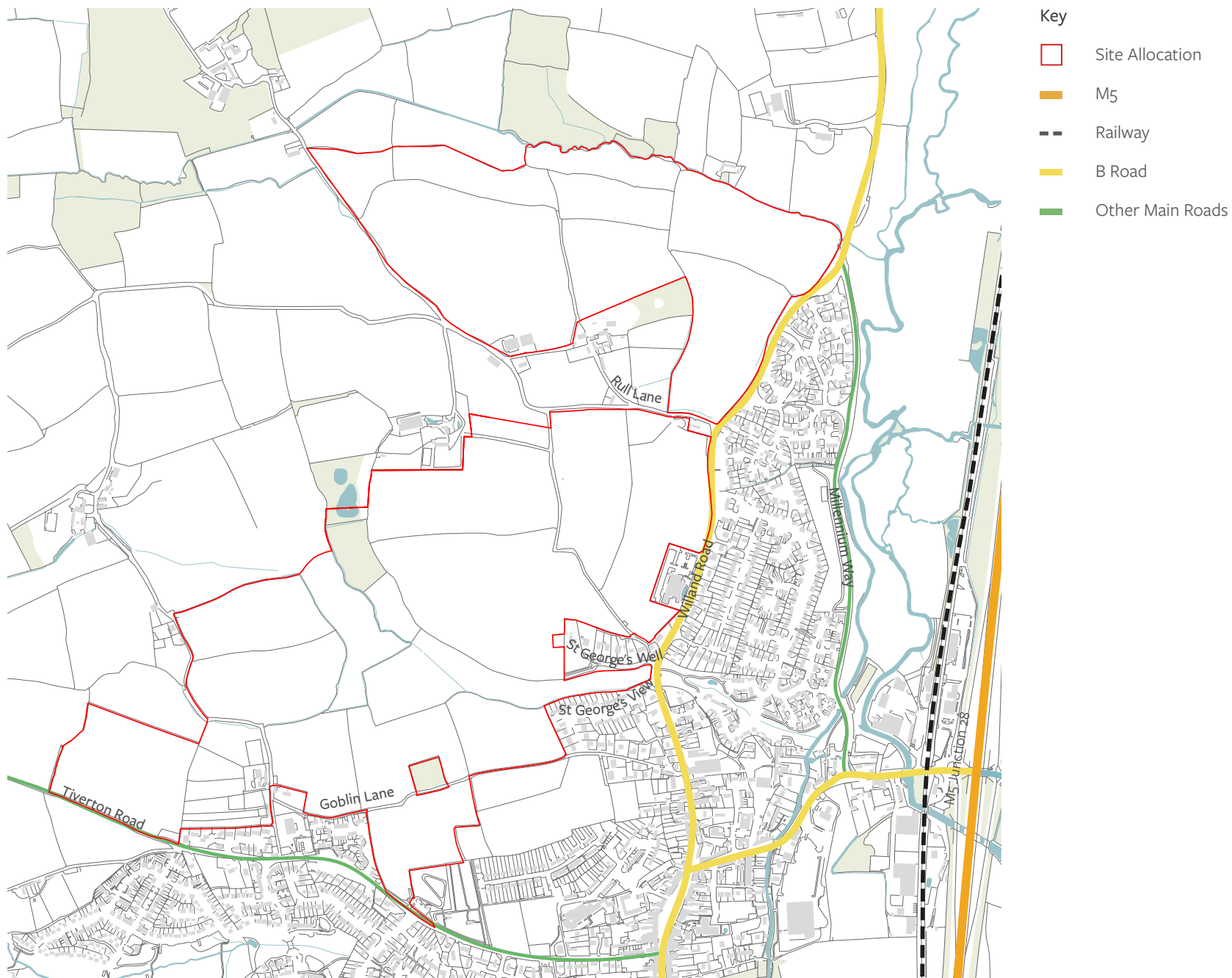
Situation/Summary:

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.



6.o Factors Shaping Development

6.3 Access and Movement

Survey/Analysis:
Mapping 2022

Main routes and connections mapped. Bus stops mapped.

Situation/Summary:

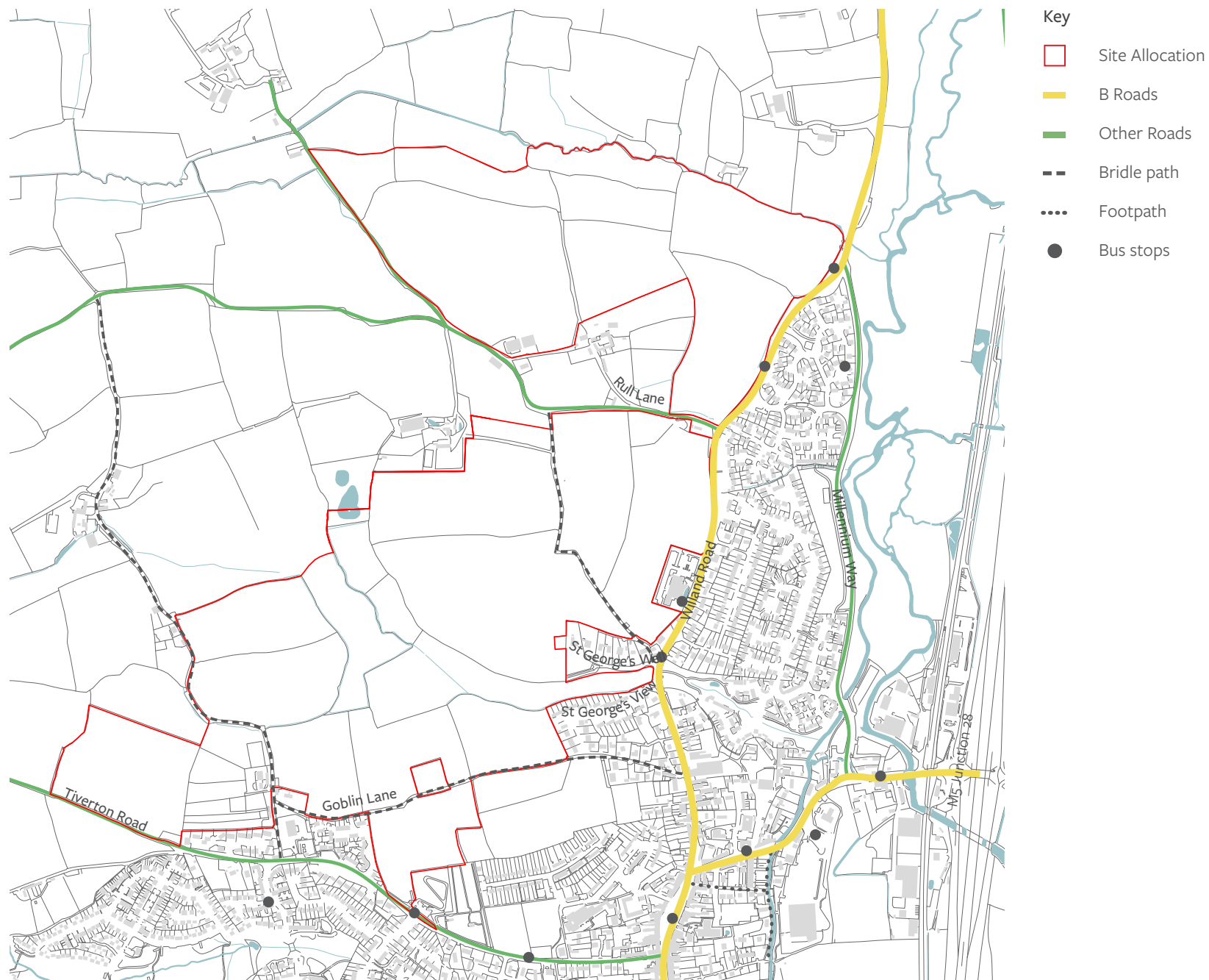
The site is well positioned with access to multiple bus stops. The site lies adjacent to main roads Tiverton Rd and Willand Rd. The site is also within walking distance of the existing town centre.

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.





6.o Factors Shaping Development

6.4 Facilities and Amenities

Survey/Analysis:

Mapping 2022

Main routes and connections mapped. Bus stops mapped.

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 supermarkets (Tesco and Aldi).

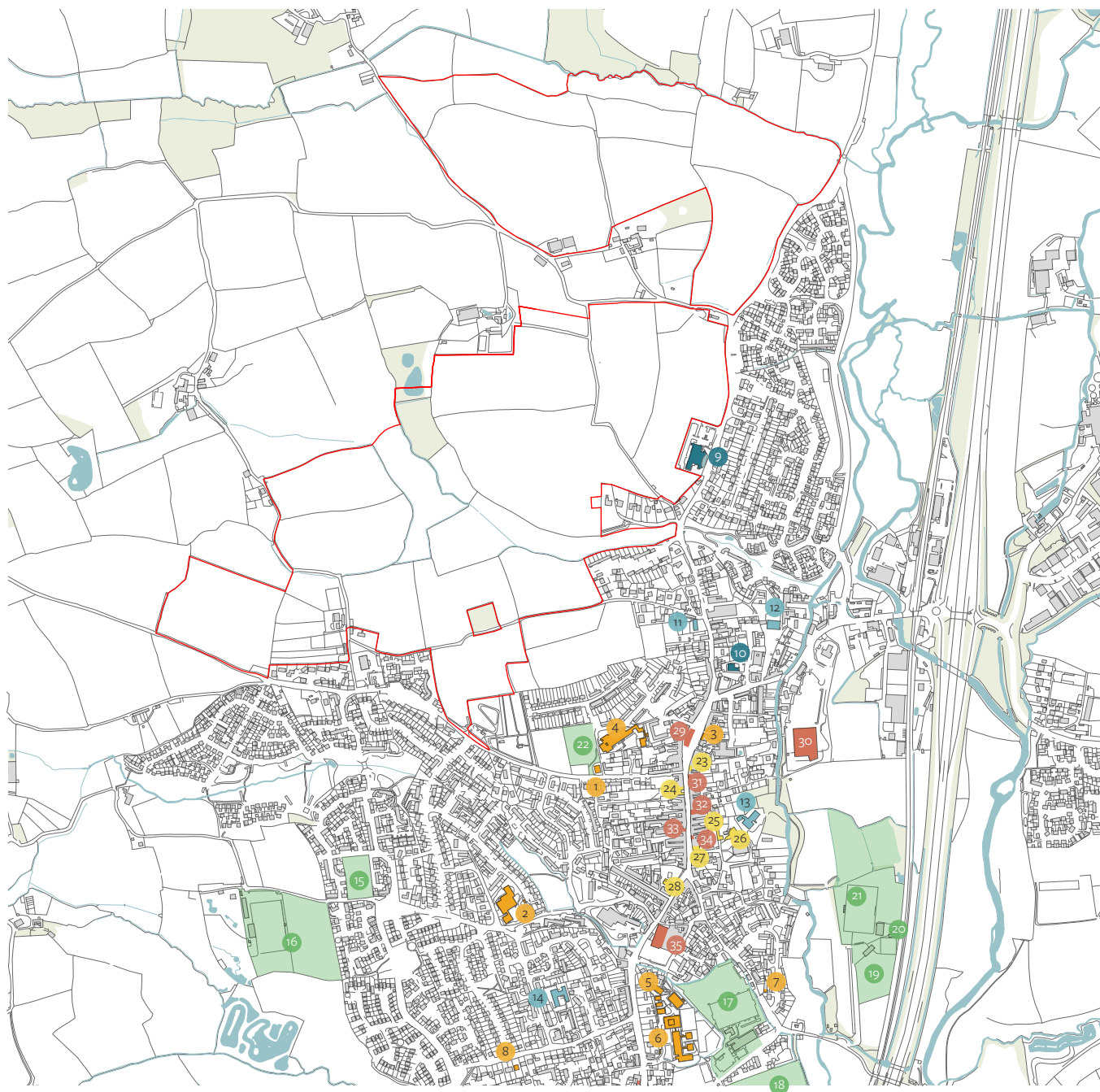
The town has one secondary school, and two primary schools.

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



Schools

Surgeries

Care
Homes

Sports
& Leisure

Public
Buildings

Retail

Site Allocation

1. Young Ones Day Nursery
2. Willowbank Primary School
3. Noah's Ark Pre-school
4. St Andrew's Primary School
5. Cullompton Pre-school
6. Cullompton Community College
7. A B C Day Nursery
8. Happy Hedgehogs Childcare
9. College Surgery
10. Bramblehaies Surgery
11. Forge House
12. Court House
13. Culm Valley Care Home
14. Orchard Lea
15. Knowle Lane Open Space
16. Cullompton Rugby Club
17. Culm Valley Sports Centre
18. Meadow Lane Open Space
19. Cullompton Cricket Club
20. Cullompton Bowls Club
21. Cullompton Rangers FC
22. St Andrew's Open Space
23. Town Hall
24. The Walronds
25. YMCA
26. Community Centre
27. Cullompton Community House
28. Library
29. Market
30. Tesco
31. Convenience Store
32. Co-op
33. Butchers
34. Bakery
35. Aldi

6.0 Factors Shaping Development

6.5 Visual Sensitivity

Survey/Analysis:
Analysis of views 2022

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.

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.



To be updated when LVIA is completed prior
to the public consultation

Key

 Site Allocation

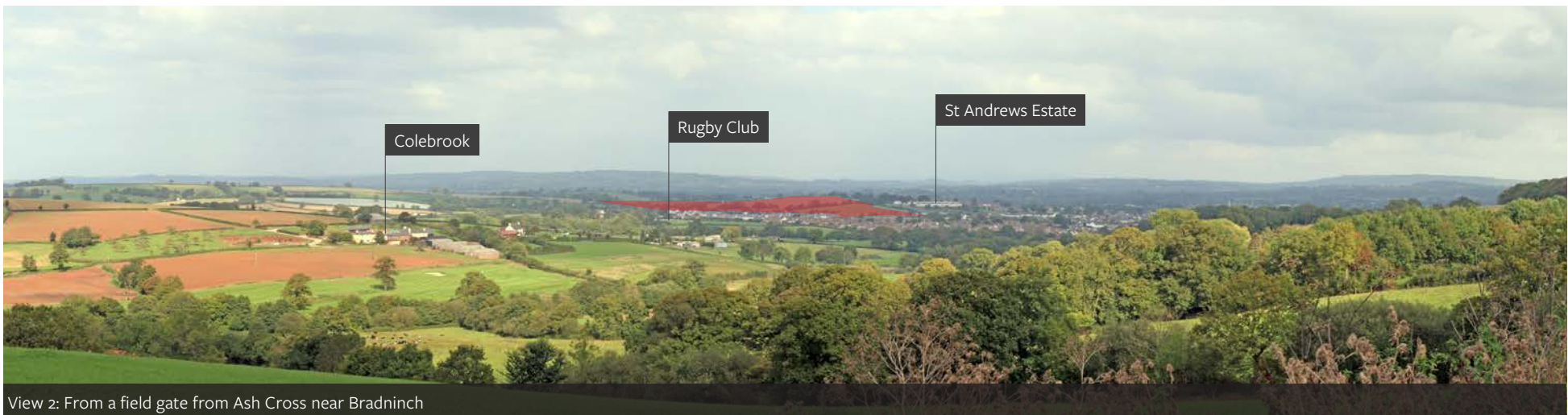
 Text...







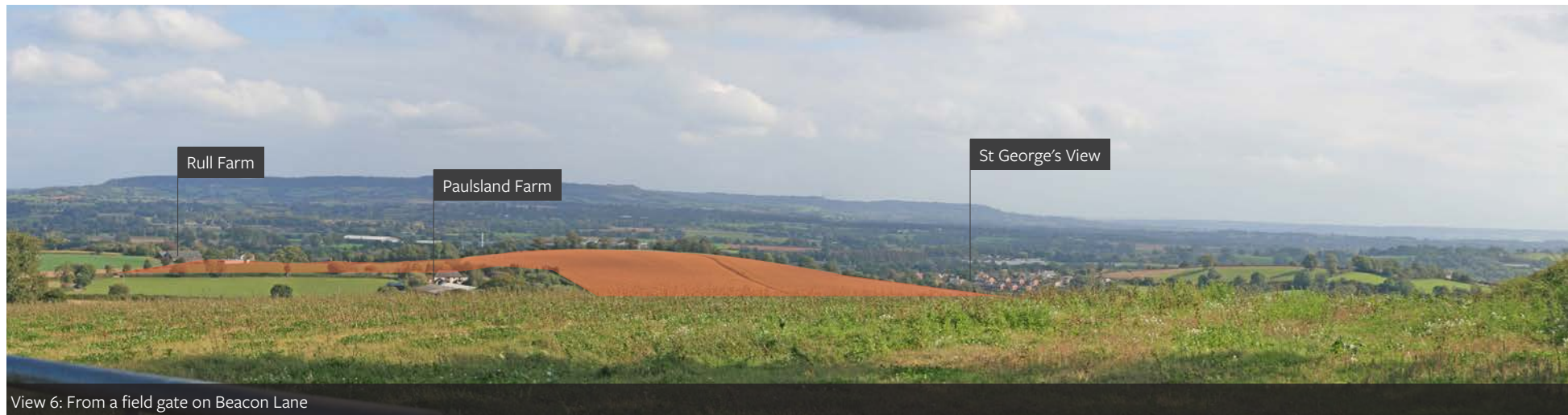
6.0 Factors Shaping Development



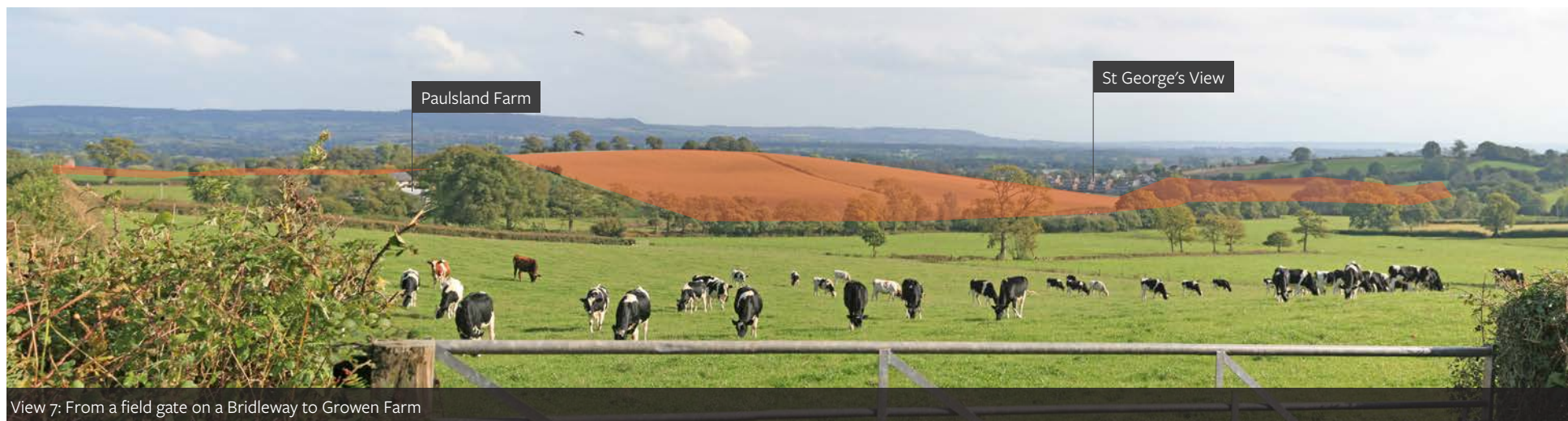
Additional views to cover new land parcels



6.0 Factors Shaping Development



Additional views to cover new land parcels



6.0 Factors Shaping Development

Appendix A



Additional views to cover new land parcels



6.0 Factors Shaping Development

6.6 Topography

This section of the document summarises the survey and analysis work that has been undertaken in relation to the

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.

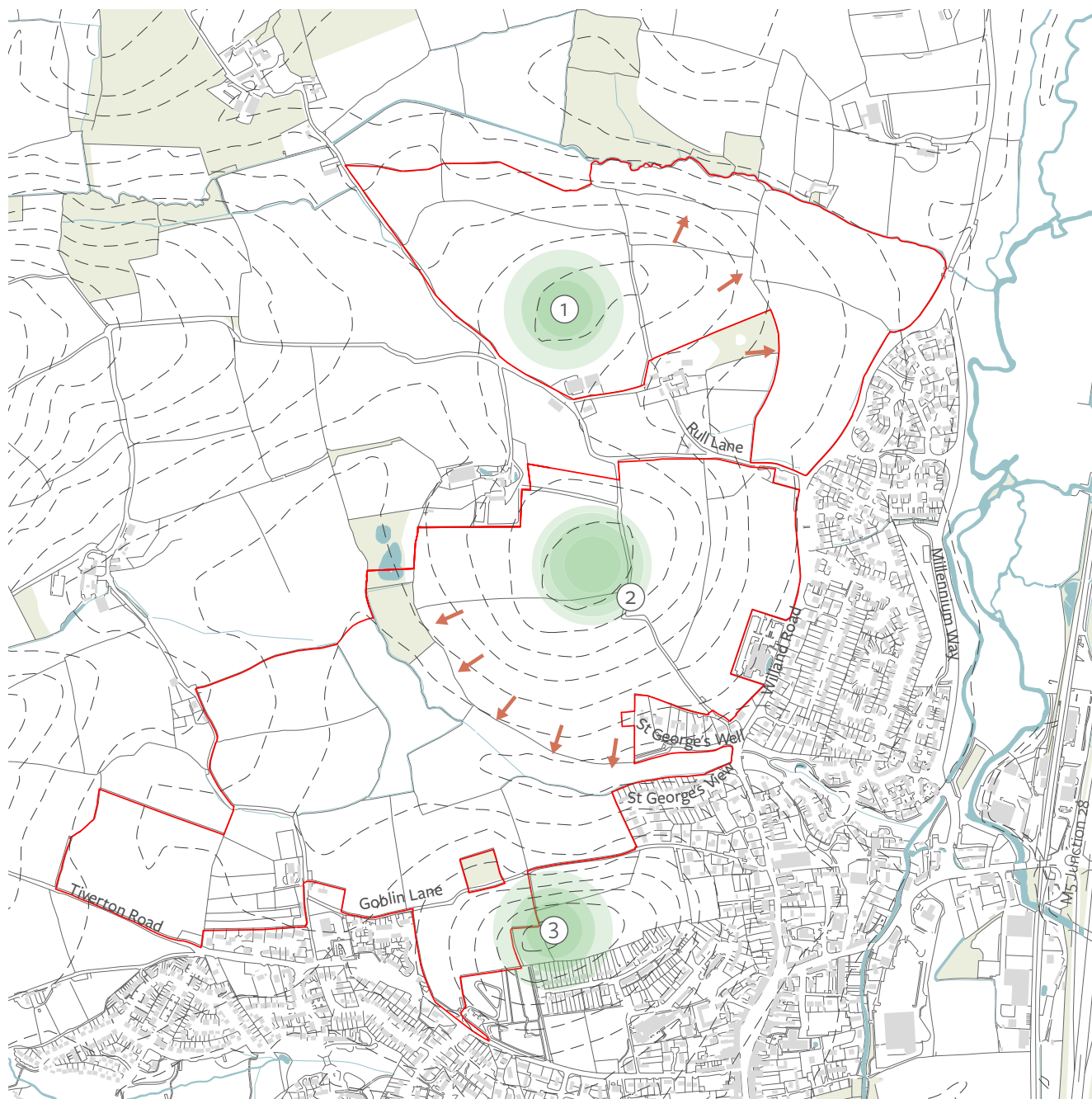
St George's Well is a small valley, and the lowest part of the site, that has a stream running along it making it a flood zone.

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)
 - ① Hilltop. 86m high
 - ② Hilltop. 92m high
 - ③ Hilltop. 95m high

6.0 Factors Shaping Development

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.

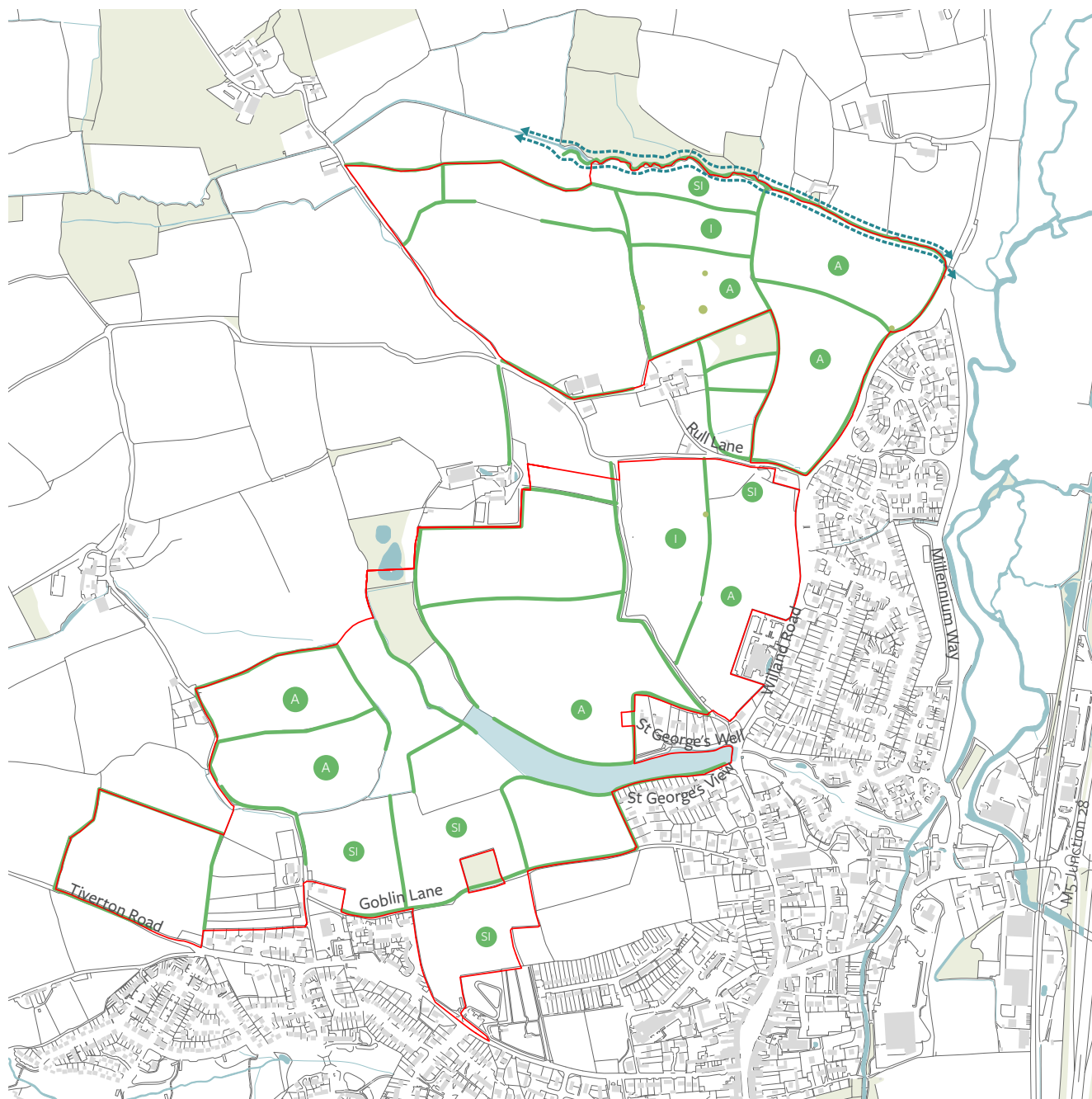
Artificial lighting will be minimised and carefully designed to retain dark habitat corridors for wildlife including bats and dormice, particularly along hedgerows and around mature

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.



- Key
- Site Allocation
 - Existing Hedgerow
 - Feature Broad-leaf Trees
 - Potential Habitats for Otters
 - Site of Wildlife Interest
 - SI Poor Semi-Improved Grassland
 - I Improved Grassland
 - A Arable Land

6.0 Factors Shaping Development

6.8 Hydrology

Survey/Analysis:

Flood risk and flood zoning.

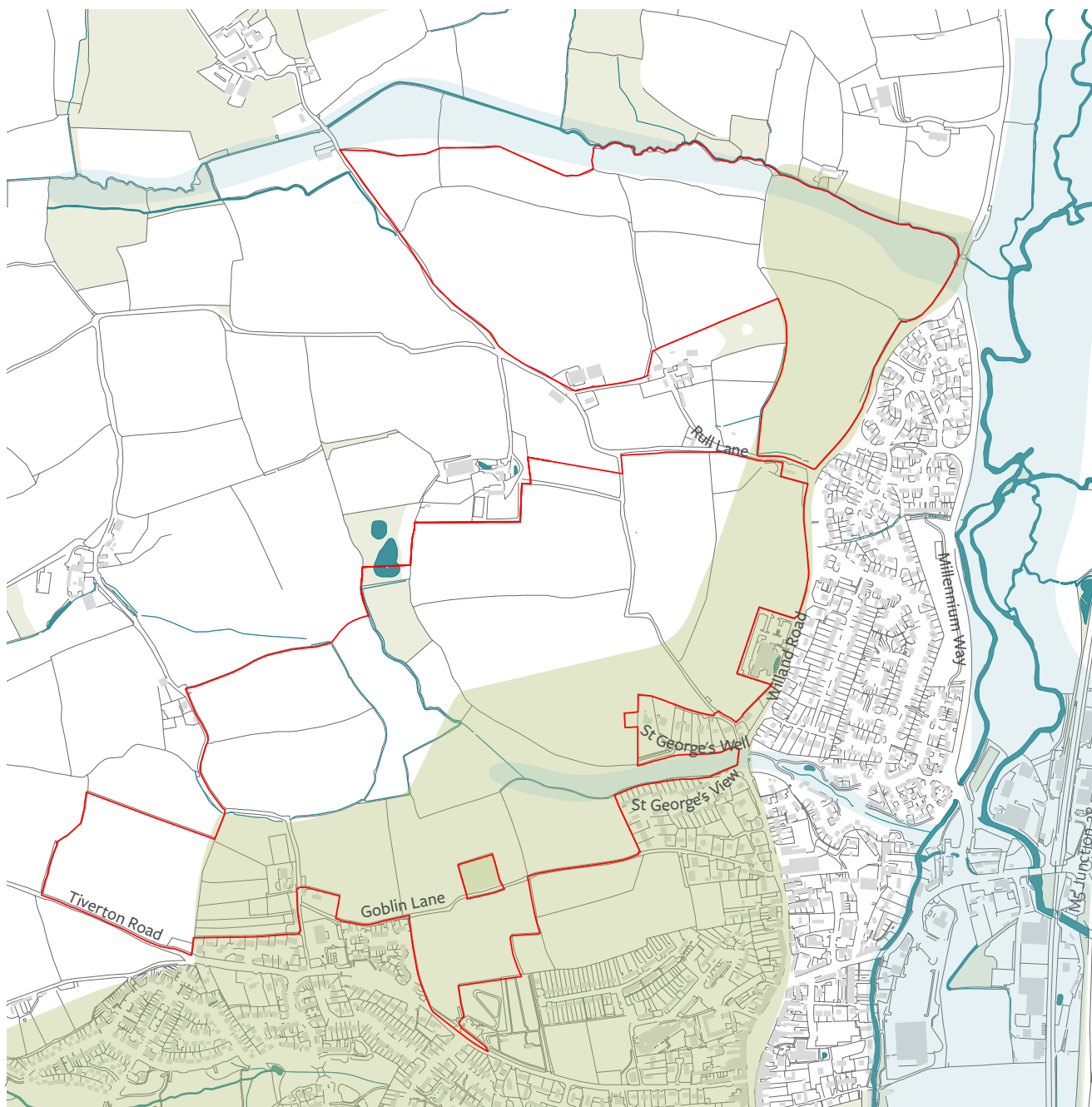
Situation/Summary:

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
 - Watercourse
 - Floodzone
 - Critical Drainage Area

6.0 Factors Shaping Development

6.9 Utilities

Survey/Analysis:

Water/ gas mains and overhead power lines

Situation/Summary:

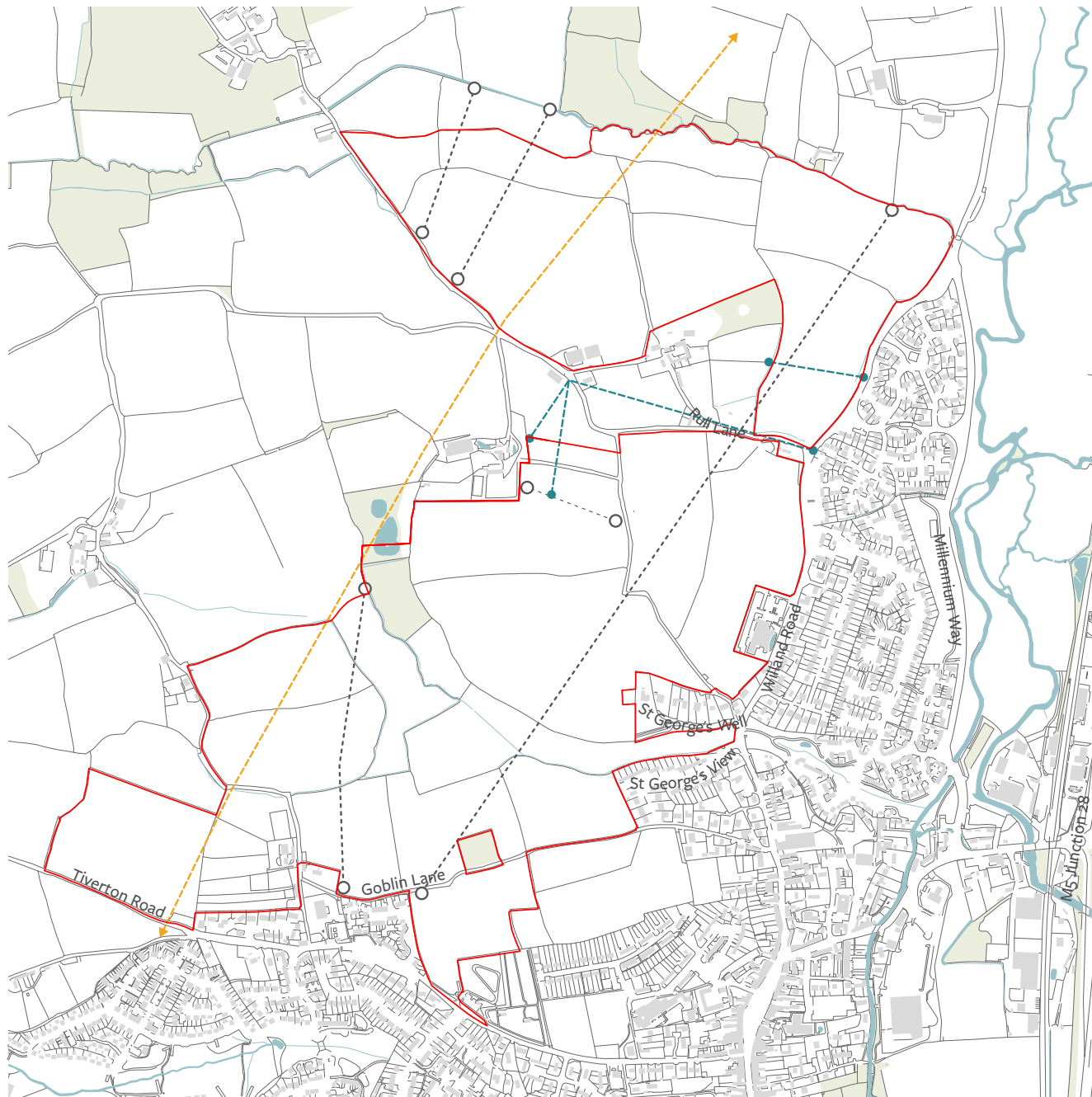
Investigations with the local utilities providers was conducted across the site. The main concern is the gas main that skirts the site to the west and requires a 5 m easement on either side. A number of overhead power lines cross the site and in addition there are a number of water mains on site that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

6.0 Factors Shaping Development

6.10 Cultural Heritage

Survey/Analysis:

Heritage Statement and Archaeological Survey

Situation/Summary:

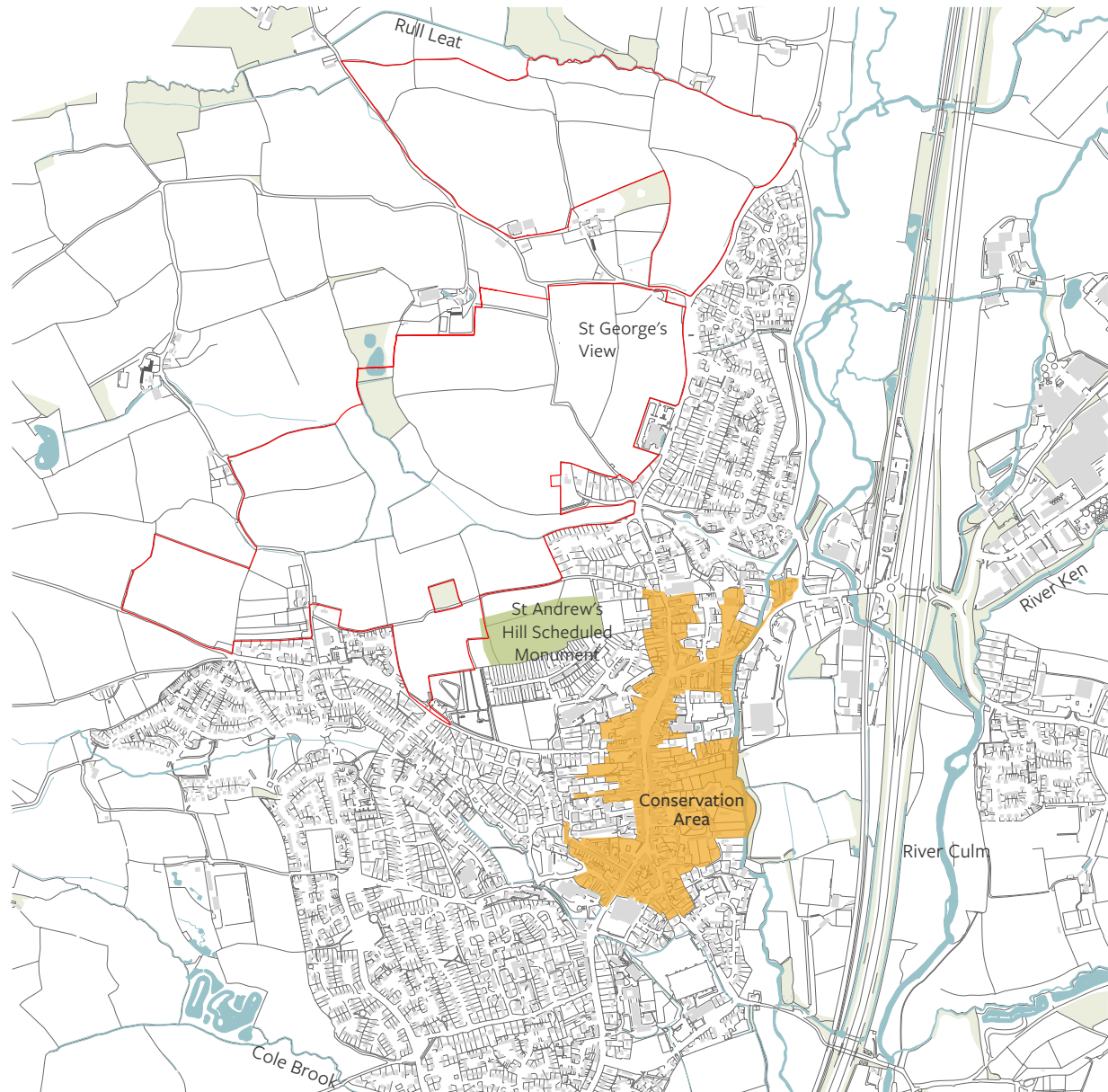
There are no designations or listed buildings within the site boundary, however, there are a number of listed buildings within close proximity to the site. The most notable of which include the Grade I listed Moorstone Barton is located to the north of the application area, and as a farmhouse does not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

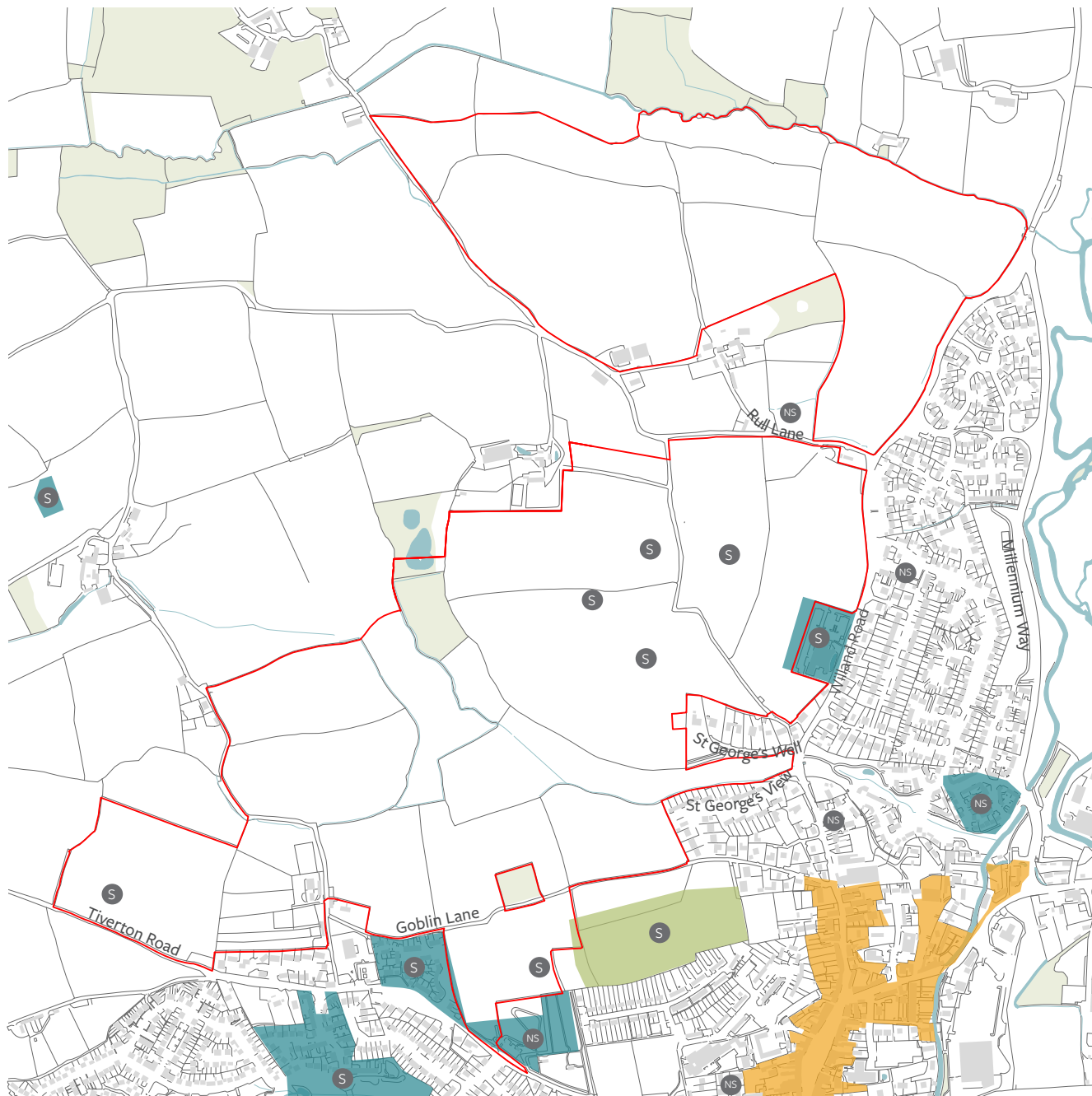
In addition, based on current evidence there are known non-designated heritage assets which are likely to be directly impacted upon by development depending on design and layout of the proposed scheme, but there is nothing identified at this level of assessment that would be considered to act as a constraint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





Key

- Site Allocation
- S Sites of Significant Archaeological Finds
- NS Sites of Non-significant Archaeological Finds
- Site of Ancient Roman Settlement
- Sites of Archaeological Research
- Listed buildings
- Conservation Area



6.0 Factors Shaping Development

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.



Hems House,
84 Longbrook Street,
Exeter,
Devon
EX4 6AP

01392 368866
mail@cliftonemerydesign.co.uk

www.cliftonemerydesign.co.uk

Unit 1.14, The Paintworks
Bath Road,
Arnos Vale
Bristol,
BS4 3EH

01179 479595
mail@cliftonemerydesign.co.uk

www.cliftonemerydesign.co.uk

Office 35
Genesis Building
235 Union Street
Plymouth,
PL1 3HN

01752 393443
mail@cliftonemerydesign.co.uk

www.cliftonemerydesign.co.uk

Studio E, Mainyard Studios
90 Wallis Road
Hackney Wick
London,
E9 5LN

020 4553 0357
mail@cliftonemerydesign.co.uk

www.cliftonemerydesign.co.uk

Schedule of changes to NW Cullompton Masterplan SPD

| 2016 Masterplan | | Changes made in consultation draft SPD |
|-----------------|-------|---|
| Section | Page | |
| Foreword | | Revised text |
| | | New introduction page and diagram |
| 1.1 | 6 | Revised text |
| | | New page on planning permissions granted |
| 1.2 | 8 | New planning policy context page |
| | 9 | Diagram replaced with adopted Local Plan policies map |
| 1.3 | 10 | Revised text |
| | 11 | Flow chart with additional steps to adoption of revised SPD |
| 1.4 | 12-13 | Section moved to Appendices |
| 1.5 | 14-15 | Section moved to Appendices |
| 1.6 | 16-17 | Section moved to Appendices |
| 1.7 | 18-21 | Section moved to Appendices |
| 2.1 | 26-27 | Updated diagrams |
| 2.2 | 28-29 | Updated text and diagram |
| 2.3 | 30-31 | Updated text and constraints plan |
| 3.1 | 34 | Updated vision text |
| 3.1 | 35 | Updated images |
| 3.2 | 36 | Updated text |
| 3.2 | 37 | Updated diagram |
| 3.3 | 39-43 | Revised text to reflect policy in adopted Local Plan |
| 4.1 | 47 | New Framework Plan to reflect Local Plan allocations and approved planning applications |
| | 49 | Revised text to reflect policy in adopted Local Plan and changes to the Use Classes Order |
| 4.2 | 50-51 | Updated section |
| 4.3 | 52 | Text updated to reflect number of houses in adopted Local Plan |
| 4.3 | 53 | Updated diagram |
| 4.4 | 54 | Revised text to reflect policy in adopted Local Plan |
| | 55 | Updated diagram |
| 4.5 | 56 | Revised text to reflect policy in adopted Local Plan |
| | 57 | Updated diagram |
| | 58 | Addition of "Areas retained for farmland" |
| | 59 | Updated images |
| | 61 | Updated diagram |
| | 62 | Updated text |
| | 63 | Updated diagram |
| 5.1 | 66 | Updated section |
| 5.2 | 67 | Updated section |

| 2016 Masterplan | | Changes made in consultation draft SPD |
|------------------------|-------------|--|
| Section | Page | |
| 5.3 | 68-71 | Updated section |
| 5.4 | 72-73 | Section referring to access through St George's Well deleted |
| 5.5 | 74-75 | Section updated |
| 5.6 | 76 | Revised text to reflect policy in adopted Local Plan |
| | 77 | Updated Framework Plan |
| Appendix A | | Updated where new information available and updated diagrams |
| Appendix B | | Second round consultation on 2016 Masterplan moved to Appendix B |



NW Cullompton Urban Extension Supplementary Planning Document

Strategic Environmental Assessment Screening Report

April 2022

1. NW Cullompton Urban Extension Masterplan Supplementary Planning Document (SPD)

Purpose, scope and content

1.1 The NW Cullompton Urban Extension Masterplan bridges the gap between high level policy aspirations and delivery on the ground. This is to ensure that the development achieves high quality design and sense of place in a coordinated manner.

1.2 The Masterplan is set out in 5 Chapters. A brief description of each part is provided below:

1. Introduction

This sets out the relationship between planning policy, the existing adopted Masterplan SPD and the draft revised Masterplan, and set out the purpose the Masterplan.

2. About the site

This introduces the site within the wider context of Cullompton. It provides background and context including land ownerships, constraints and opportunities across the urban extension.

3. Development, vision and concept

This outlines the overarching ambition for the development of the urban extension as an attractive, well designed neighbourhood, that is set out within a number of development concepts and guiding principles.

4. Creating the structure

This provides specific detail for the Masterplan area in terms of character, densities, movement, landscape and open space, drainage and character, whilst providing an illustrative Framework Plan and land use budget.

5. Delivering the place

This section details the infrastructure requirements for the urban extension and delivery including S106 contributions and their triggers as well housing delivery rates and phasing of development, as well as monitoring and review.

Relationship with the National Planning Policy

1.3 The National Planning Policy Framework (2021), in 'Identifying Land for Homes' paragraph 73 sets out the following:

"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:

a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;

b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;

c) set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles), and ensure that a variety of homes to meet the needs of different groups in the community will be provided;

d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and

e) consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size.”

- 1.4 The NW Cullompton Urban Extension was allocated in the Mid Devon Local Plan (2013-2033) as an urban extension to Cullompton town as it is considered to be well located and supported by the necessary infrastructure and facilities¹. Policies CU1-CU6 are consistent with the National Planning Policy Framework. The NW Cullompton Urban Extension Masterplan SPD provides further detail on the opportunities presented by existing or planned investment in infrastructure, the area’s economic potential and the scope for net environmental gains. It ensures the community has sufficient access to services and employment opportunities within the development itself as well as setting out clear expectations for the quality of the development to ensure there are a variety of homes to meet the needs of different groups in the community. It also makes a realistic assessment of likely rates of delivery.

Relationship with the Mid Devon Local Plan

- 1.5 The adopted Mid Devon Local Plan 2013-2033 (“Local Plan”) Policies CU1-CU6 NW Cullompton Urban Extension provide the policy baseline for the more detailed guidance included in the NW Cullompton Urban Extension Masterplan SPD:

Policy CU1 NW Cullompton

A site of 100 hectares to the North West of Cullompton is allocated for mixed use development subject to the following:

- a) 1350 dwellings with 28% affordable housing to include at least five pitches for gypsies and travellers and provision of extra care housing;
- b) 5% of housing to be provided as serviced plots for sale to self-builders;
- c) 10,000 square metres commercial floorspace to include a care home or retirement complex, and other suitable uses such as a hotel or leisure development;
- d) Provision of at least 28 hectares strategic green infrastructure;
- e) Provision of a road linking Tiverton Road to Willand Road, and transport provision to ensure appropriate accessibility for all modes;

¹ The NW Cullompton urban extension was previously allocated through the Mid Devon Allocations & Infrastructure DPD which was superseded by the adopted Mid Devon Local Plan 2013-2033.

- f) Environmental protection and enhancement;
- g) Community facilities and primary school to meet local needs arising;
- h) Carbon reduction and air quality improvements;
- i) An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development; and
- j) Comprehensive Masterplanning of the development including at least two stages of public consultation and adoption of the Masterplan as a Supplementary Planning Document, before any planning application is determined.

Policy CU2 North West Cullompton Transport Provision

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

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

Policy CU3 North West Cullompton Environmental Protection and Green Infrastructure

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

- a) A strategic landscaping and tree planting scheme to protect and enhance trees, hedgerows and other environmental features which contribute to the character and

biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;

b) An area of 28 hectares for strategic green infrastructure, laid out and managed with an appropriate mix of public parkland, open space, landscaping and potential local nature reserve;

c) Areas of equipped and laid out public open space, totalling 0.7 hectares of equipped play, 2.6 hectares amenity open space, 4 hectares for parks, sports and recreation grounds, 0.7 hectares of allotments and 0.1 hectares for a community garden adjoining the health centre;

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

e) Appropriate provision for sewerage systems serving the development, and provision of a strategically designed, and phased, Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;

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

g) Design solutions which respect the settings of listed buildings within and adjoining the site.

Policy CU4 North West Cullompton Community Facilities

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

a) A serviced site of 2.1 hectares for a new primary school at no cost to the Local Education Authority;

b) Provision of a 420-place school with early years provision and a children's centre service delivery base funded by appropriate contributions from developers;

c) A site of 1.0 hectare for community uses including provision of a multi-purpose community building

d) Contribution towards sporting and leisure facilities; and

e) Contributions towards a new recycling centre to serve Cullompton.

Policy CU5 North West Cullompton Carbon Reduction and Air Quality

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

a) Renewable and low carbon energy to provide a proportion of the site's energy use;

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

Policy CU6 North West Cullompton Phasing

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

- a) Provision of affordable housing will be in broad step with the market housing;
- b) Provision of all serviced self-build plots after the 'through route' linking Tiverton Road to Willand Road is operational;
- c) Provision of commercial development after the delivery of the first 500 houses and prior to the delivery of the first 800 houses, at a rate of at least 0.9 hectare per 150 occupied dwellings thereafter;
- d) Provision of 8.8 hectares of strategic green infrastructure including equipped public open space and one playing pitch prior to the occupation of no more than 500 dwellings;
- e) Implementation of local bus service improvements prior to the occupation of no more than 500 dwellings and strategic bus service enhancements phased with development;
- f) Occupation of no more than 500 dwellings before the opening of a 'through route' linking Willand Road to Tiverton Road and the delivery of traffic management measures on Willand Road;
- g) Transfer of land for a primary school together with right of access to the Local Education Authority prior to the commencement of the development on the site, and transfer of funding for education facilities in instalments;
- h) The necessary sustainable urban drainage features, and linking pipe work is integrated and phased appropriately in step with development and, where required, temporary measures should be taken during construction to protect downstream areas from additional water run-off; and
- i) Occupation of no more than 600 dwellings prior to the completion of the Cullompton Town Centre Relief Road.

Status of the NW Cullompton Urban Extension Masterplan SPD

- 1.6 The NW Cullompton Urban Extension Masterplan SPD will be adopted by the Council as a Supplementary Planning Document. The SPD will not be part of the development plan and does not introduce new planning policies into the development plan. However, it will be capable of being a material consideration in determining planning applications.

2. SEA and SEA Screening

Strategic Environmental Assessment

- 2.1 The requirement for a Strategic Environmental Assessment (SEA) arises from the European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment” (hereafter referred to as the SEA Directive). This has been transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (referred to as the ‘SEA Regulations’). This legislation places an obligation on local authorities to undertake SEA on any plan or programme prepared for town and country planning or land use purposes and which sets the framework for future development consent of certain projects.

Screening

- 2.2 The 2008 Planning Act has removed the requirement to undertake a Sustainability Appraisal (SA) for an SPD. However, this has not replaced the requirement to establish whether an SPD requires Strategic Environmental Assessment (SEA). SEA is required in some limited situations where a Supplementary Planning Document (SPD) could have significant environmental effects.
- 2.3 In order to establish whether SEA is required the fundamental consideration is whether the document is likely to have ‘significant environmental effects’. This is done through a screening assessment. If the screening assessment indicates that there could be significant effects, an SEA is needed.
- 2.4 A Practical Guide to the SEA Directive was published by the Department of the Environment, Office of the Deputy Prime Minister (2005). This sets out practical guidance on applying the SEA Directive on the assessment of the effects of certain plans and programmes on the environment. The practical guidance includes a flow chart (figure 2) which illustrates the process for screening a planning document to establish whether a full SEA is needed.

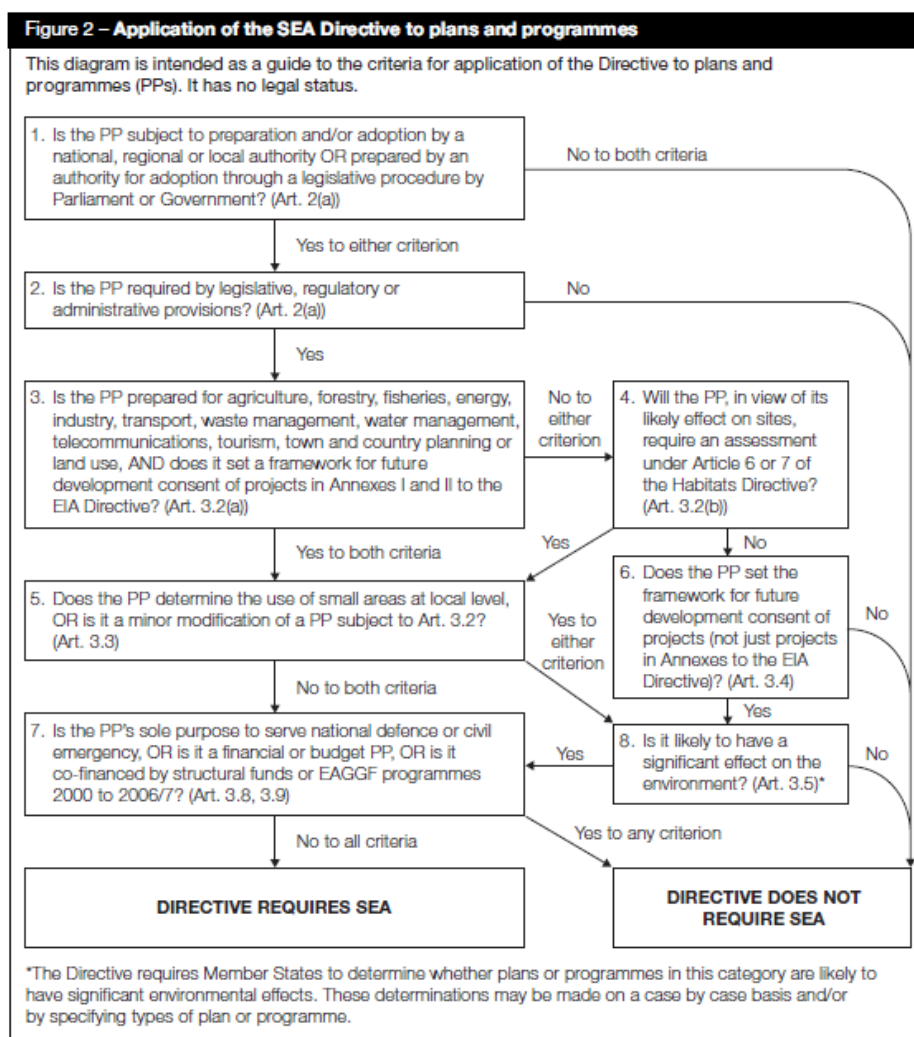


Diagram 1: Application of the SEA Directive to plans and programmes (Figure 2 extracted from 'A practical guide to the Strategic Environmental Assessment Directive')

2.5 Table 1 below sets out the Council's response to the above questions in order to clearly assess the whether there is a requirement for the NW Cullompton Urban Extension Masterplan SPD to be subject a full SEA.

2.6 Table 2 provides the Council's assessment of likely significant effects of the NW Cullompton Urban Extension Masterplan SPD on the environment, in accordance with the screening report process in Table 1.

Table 1: Screening of the Mid Devon NW Cullompton Masterplan SPD

| Stage | Y/N | Reason |
|---|-----|--|
| 1. Is the SPD subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or | Y | The preparation and adoption of the SPD is allowed under the Town and Country Planning Act 1990. The process in preparing the SPD is in accordance with the Town and Country Planning (Local Planning) Regulations 2012. |

| Stage | Y/N | Reason |
|--|-----|--|
| Government? (Art.2(a)) | | Go to STAGE 2 |
| 2. Is the SPD required by legislative, regulatory or administrative provisions? (Art.2(a)) | Y | <p>Although the SPD is not a requirement under the provisions of the Town and Country Planning Act 1990, if adopted it will add further detail to the policies in the Local Plan and will be a material consideration in planning decisions. It is therefore important that the screening process is precautionary and considers whether it is likely to have significant environment effects and hence whether SEA is required under the Directive.</p> <p>Go to STAGE 3.</p> |
| 3. Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art. 3.2(a)) | Y | <p>The SPD has been prepared for the purposes of town and country planning. It supplements policies in the Mid Devon Local Plan (2013-2033) by providing detailed guidance as to how these policies are interpreted in relation to the site allocation NW Cullompton Urban Extension.</p> <p>The area covered comprises approx. 100ha to provide approx. 1,350 dwellings. The SPD does not create new policy or identify specific sites for development.</p> <p>Go to STAGE 5</p> |
| 4. Will the SPD, in view of this likely effect on sites require an assessment under Article 6 or 7 of the Habitats Directive? (Art.3.2(b)) | N/A | The SPD has been subject to a separate Habitat Regulations Assessment screening which has concluded the SPD is not likely to have significant adverse effects on the integrity of Habitats sites, either alone or in-combination with other plans or projects and further 'Appropriate Assessment' is not required. |
| 5. Does the SPD determine the use of small areas at local level, OR is it a minor modification of a plan or programme subject to Art 3.2? (Art.3.3) | Y | <p>The SPD will be material consideration in planning applications for new developments. It provides detailed guidance to adopted Local Plan policy (minor modification).'</p> <p>Go to STAGE 8</p> |
| 6. Does the SPD set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Art. 3.4) | N/A | |
| 7. Is the SPD's sole purpose to serve national defence or civil emergency, OR is it a financial or budget plan or | N/A | |

| Stage | Y/N | Reason |
|---|-----|---|
| programme, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art. 3.8, 3.9) | | |
| 8. Is it likely to have a significant effect on the environment? (Art. 3.4) | N | See Part 2, assessment of the likely significant effects on the environment. This concludes that the SPD is unlikely to have a significant effect on the Environment. DIRECTIVE DOES NOT REQUIRE SEA of the SPD |

Table 2: Determining the likely significance of effects of the NW Cullompton Urban Extension Masterplan SPD on the environment

| Criteria specified schedule 1 SEA Regulations | Likely significant environmental effect (Y/N) | Reason |
|--|---|--|
| 1. The characteristics of plans and programmes, having regard, in particular, to - | | |
| a) The degree to which the SPD sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources; | N | The SPD, if adopted will help implement the relevant NW Cullompton Urban Extension policies of the Local Plan and therefore contribute to the framework for future development consent. The Local Plan has been subject to Sustainability Appraisal (SA) and therefore SEA. |
| b) The degree to which the SPD influences other plans and programmes including those in a hierarchy; | N | The SPD is in conformity with the National Planning Policy Framework and Mid Devon Local Plan 2013-2033 policies. The SPD will not significantly influence other plans and programmes, it supplements the Local Plan which has been subject to SA and therefore SEA. |
| c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development; | N | The SPD will help the integration of environmental considerations with a view to promoting sustainable development as part of the development proposals. This includes retention of hedgerows and trees within the development as well as green spinal corridors, areas of open space, allotment and orchards. |
| d) Environmental problems | N | The environmental problems are |

| Criteria specified schedule 1 SEA Regulations | Likely significant environmental effect (Y/N) | Reason |
|---|---|---|
| relevant to the SPD; and | | consistent with those set out in the relevant NW Cullompton Urban Extension policies in the Local Plan which include flood risk, biodiversity and landscape. Planning policy in relation to these environmental problems is principally established through the National Planning Policy Framework and the Mid Devon Local Plan Review. |
| e) The relevance of the SPD for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection) | N | The SPD is not directly relevant to the implementation of European legislation including the Water Framework Directive. |
| 2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to - | | |
| a) The probability, duration, frequency and reversibility of the effects; | N | The SPD has an overarching vision for an attractive and well-designed green neighbourhood. This will ensure the development has positive social and environmental impacts. Long-term significant adverse effects are not anticipated. |
| b) The cumulative nature of the effects; | N | The SPD is in conformity with the strategic policies in Local Plan 2013-2033 and it is intended that the effects will have a positive cumulative effect in the area enhancing biodiversity, achieving ecological net gain and sense of well-being for future residents. |
| c) The transboundary nature of the effects | N | There are not expected to be any significant trans-boundary effects. The SPD seeks to provide good practice in the delivery of Green Infrastructure, and its long term management and maintenance for ecological net gain. |
| d) The risks to human health or the environment (for example, due | N | The SPD is likely to have a positive impact on human health by |

| Criteria specified schedule 1 SEA Regulations | Likely significant environmental effect (Y/N) | Reason |
|--|---|--|
| to accidents); | | encouraging high quality accommodation and development. There are no significant risks to human health. |
| e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected); | N | The SPD is limited to approx. 1350 dwellings (estimated population at 2.3 occupants per dwelling: 3,105). |
| f) The value and vulnerability of the area likely to be affected due to – (i) Special nature characteristics or cultural heritage; (ii) Exceeded environmental quality standards or limit values; or (iii) Intensive land-use | N | Previous work has revealed a number of areas of archaeological potential, including a Scheduled Ancient Monument adjacent to the site. There are a number of Listed Buildings and built features in reasonable proximity. The SPD seeks a positive approach to maintain, or improve the setting of these assets through careful consideration of landscape and settlement form. The SPD seeks to guide development in keeping with the principles of national, regional and local strategic policy and seek to prevent over intensive development. |
| g) The effects on areas or landscapes which have a recognised natural, Community or international protection status. | N | The site is within 4 miles of the Blackdown Hills AONB. Although this development is highly unlikely to adversely affect this protected landscape, the SPD falls within the framework of the Local Plan which includes Policy DM27 protecting landscapes. |

3. Conclusions

3.1 This SEA screening has identified that the draft NW Cullompton Urban Extension Masterplan SPD is unlikely to have significant effects on the environment.

3.2 The SEA screening has also found that there is no requirement for the NW Cullompton Urban Extension Masterplan SPD to be subject to a full SEA.

4. Next steps

- 4.1 This screening opinion will be subject to consultation with the three designated consultation bodies – Historic England, Natural England, and the Environment Agency.
- 4.2 The screening opinion will be published alongside the Draft NW Cullompton Urban Extension Masterplan SPD and will also be subject to public consultation.

This page is intentionally left blank



NW Cullompton Urban Extension Masterplan
Supplementary Planning Document

Habitat Regulations Assessment Screening and
Appropriate Assessment Report

April 2022

Contents

| Title | Page |
|--|------|
| 1.0 NW Cullompton Urban Extension Masterplan Supplementary Planning Document (SPD) | 2 |
| 2.0 Habitat Regulations Assessment | 7 |
| 3.0 Habitats site | 7 |
| 4.0 Mid Devon Local Plan 2013 – 2033 HRA | 8 |
| 5.0 NW Cullompton Urban Extension Masterplan SPD HRA Screening | 10 |
| 6.0 Appropriate Assessment | 10 |
| 7.0 Conclusion | 12 |

1. NW Cullompton Urban Extension Masterplan Supplementary Planning Document (SPD)

Purpose, scope and content

1.1 The NW Cullompton Urban Extension Masterplan bridges the gap between high level policy aspirations and delivery on the ground. This is to ensure that the development achieves high quality design and sense of place in a coordinated manner.

1.2 The Masterplan is set out in 5 Chapters. A brief description of each part is provided below:

1. Introduction
This sets out the relationship between planning policy, the existing adopted Masterplan SPD and the draft revised Masterplan, and set out the purpose the Masterplan.
2. About the site
This introduces the site within the wider context of Cullompton. It provides background and context including land ownerships, constraints and opportunities across the urban extension.
3. Development, vision and concept
This outlines the overarching ambition for the development of the urban extension as an attractive, well designed neighbourhood, that is set out within a number of development concepts and guiding principles.
4. Creating the structure
This provides specific detail for the Masterplan area in terms of character, densities, movement, landscape and open space, drainage and character, whilst providing an illustrative Framework Plan and land use budget.
5. Delivering the place
This section details the infrastructure requirements for the urban extension and delivery including S106 contributions and their triggers as well housing delivery rates and phasing of development, as well as monitoring and review.

Relationship with the National Planning Policy

1.3 The National Planning Policy Framework (2021), in 'Identifying Land for Homes' paragraph 73 sets out the following:

"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:

a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;

b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;

c) set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles), and ensure that a variety of homes to meet the needs of different groups in the community will be provided;

d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and

e) consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size.”

- 1.4 The NW Cullompton Urban Extension was allocated in the Mid Devon Local Plan (2013-2033) as an urban extension to Cullompton town as it is considered to be well located and supported by the necessary infrastructure and facilities¹. Policies CU1-CU6 are consistent with the National Planning Policy Framework. The NW Cullompton Urban Extension Masterplan SPD provides further detail on the opportunities presented by existing or planned investment in infrastructure, the area’s economic potential and the scope for net environmental gains. It ensures the community has sufficient access to services and employment opportunities within the development itself as well as setting out clear expectations for the quality of the development to ensure there are a variety of homes to meet the needs of different groups in the community. It also makes a realistic assessment of likely rates of delivery.

Relationship with the Mid Devon Local Plan

- 1.5 The adopted Mid Devon Local Plan 2013-2033 (“Local Plan”) Policies CU1-CU6 NW Cullompton Urban Extension provide the policy baseline for the more detailed guidance included in the NW Cullompton Urban Extension Masterplan SPD:

Policy CU1 NW Cullompton

A site of 100 hectares to the North West of Cullompton is allocated for mixed use development subject to the following:

- a) 1350 dwellings with 28% affordable housing to include at least five pitches for gypsies and travellers and provision of extra care housing;
- b) 5% of housing to be provided as serviced plots for sale to self-builders;
- c) 10,000 square metres commercial floorspace to include a care home or retirement complex, and other suitable uses such as a hotel or leisure development;
- d) Provision of at least 28 hectares strategic green infrastructure;
- e) Provision of a road linking Tiverton Road to Willand Road, and transport provision to ensure appropriate accessibility for all modes;

¹ The NW Cullompton urban extension was previously allocated through the Mid Devon Allocations & Infrastructure DPD which was superseded by the adopted Mid Devon Local Plan 2013-2033.

- f) Environmental protection and enhancement;
- g) Community facilities and primary school to meet local needs arising;
- h) Carbon reduction and air quality improvements;
- i) An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development; and
- j) Comprehensive Masterplanning of the development including at least two stages of public consultation and adoption of the Masterplan as a Supplementary Planning Document, before any planning application is determined.

Policy CU2 North West Cullompton Transport Provision

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

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

Policy CU3 North West Cullompton Environmental Protection and Green Infrastructure

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

- a) A strategic landscaping and tree planting scheme to protect and enhance trees, hedgerows and other environmental features which contribute to the character and

biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;

b) An area of 28 hectares for strategic green infrastructure, laid out and managed with an appropriate mix of public parkland, open space, landscaping and potential local nature reserve;

c) Areas of equipped and laid out public open space, totalling 0.7 hectares of equipped play, 2.6 hectares amenity open space, 4 hectares for parks, sports and recreation grounds, 0.7 hectares of allotments and 0.1 hectares for a community garden adjoining the health centre;

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

e) Appropriate provision for sewerage systems serving the development, and provision of a strategically designed, and phased, Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;

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

g) Design solutions which respect the settings of listed buildings within and adjoining the site.

Policy CU4 North West Cullompton Community Facilities

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

a) A serviced site of 2.1 hectares for a new primary school at no cost to the Local Education Authority;

b) Provision of a 420-place school with early years provision and a children's centre service delivery base funded by appropriate contributions from developers;

c) A site of 1.0 hectare for community uses including provision of a multi-purpose community building

d) Contribution towards sporting and leisure facilities; and

e) Contributions towards a new recycling centre to serve Cullompton.

Policy CU5 North West Cullompton Carbon Reduction and Air Quality

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

a) Renewable and low carbon energy to provide a proportion of the site's energy use;

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

Policy CU6 North West Cullompton Phasing

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

- a) Provision of affordable housing will be in broad step with the market housing;
- b) Provision of all serviced self-build plots after the 'through route' linking Tiverton Road to Willand Road is operational;
- c) Provision of commercial development after the delivery of the first 500 houses and prior to the delivery of the first 800 houses, at a rate of at least 0.9 hectare per 150 occupied dwellings thereafter;
- d) Provision of 8.8 hectares of strategic green infrastructure including equipped public open space and one playing pitch prior to the occupation of no more than 500 dwellings;
- e) Implementation of local bus service improvements prior to the occupation of no more than 500 dwellings and strategic bus service enhancements phased with development;
- f) Occupation of no more than 500 dwellings before the opening of a 'through route' linking Willand Road to Tiverton Road and the delivery of traffic management measures on Willand Road;
- g) Transfer of land for a primary school together with right of access to the Local Education Authority prior to the commencement of the development on the site, and transfer of funding for education facilities in instalments;
- h) The necessary sustainable urban drainage features, and linking pipe work is integrated and phased appropriately in step with development and, where required, temporary measures should be taken during construction to protect downstream areas from additional water run-off; and
- i) Occupation of no more than 600 dwellings prior to the completion of the Cullompton Town Centre Relief Road.

- 1.6 The NW Cullompton Urban Extension Masterplan SPD will be adopted by the Council as a Supplementary Planning Document. The SPD will not be part of the development plan and does not introduce new planning policies into the development plan. However, it will be capable of being a material consideration in determining planning applications.

2. Habitat Regulations Assessment

- 2.1 A Habitat Regulations Assessment (HRA) refers to the several distinct stages of Assessment. These must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) to determine whether a plan or project may affect the protected features of a European site ('habitats site') identified under these regulations before deciding whether to undertake, permit or authorise it.
- 2.2 All plans and projects which are not directly connected with, or necessary for, the conservation management of a habitat site, require consideration of whether the plan or project is likely to have significant effects on that site. This consideration is typically referred to as the 'Habitats Regulations Assessment screening' and should take into account the potential effects both of the plan/project itself and in combination with other plans or projects.
- 2.3 Where the potential for likely significant effects cannot be excluded, an appropriate assessment of the implications of the plan or project for that site, in view of the site's conservation objectives must be undertaken. A plan or project may be agreed to only after having ruled out adverse effects on the integrity of the habitats site. Where an adverse effect on the site's integrity cannot be ruled out, and where there are no alternative solutions, the plan or project can only proceed if there are imperative reasons of over-riding public interest and if the necessary compensatory measures can be secured.
- 2.4 In April 2018, the Court of Justice of the European Union delivered its judgement in Case C-323/17 *People Over Wind & Peter Sweetman v Coillte Teoranta* ('People over Wind'). The judgment clarified that making screening decisions as part of the HRA and for the purposes of deciding whether an appropriate assessment is required, mitigation measures cannot be taken into account. Mitigation measures intended to avoid or reduce the harmful effects of a plan or project can only be taken into account at the appropriate assessment stage.

3. Habitats site

- 3.1 A Habitats site refers to any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

3.2 There are no Habitats sites within Mid Devon although there are 11 such sites within 10km (Table 1), the closest being the Culm Grasslands SAC which lies immediately adjacent to the north western boundary of Mid Devon District.

Table 1: Habitats Sites within 10km of Mid Devon District Council

| Special Areas of Conservation (SACs) | Special Protection Areas (SPAs) | Ramsar Sites |
|---|--|---|
| <ul style="list-style-type: none"> • East Devon Pebblebed Heaths • Culm Grasslands • South Dartmoor Woods • Holme Moor and Clean Moore • Dartmoor • Exmoor Heaths • Quants • Exmoor and Quantock Oakwoods | <ul style="list-style-type: none"> • Exe Estuary • East Devon Heaths | <ul style="list-style-type: none"> • Exe Estuary |

3.3 Small parts to the East of the Mid Devon District also fall within the Somerset Levels and Moor Ramsar Tone Catchment area, for which Natural England has set out advice explaining how plans or projects with the potential to have nutrient impacts on Habitats site should be considered when making decisions in relation to planning. The NW Cullompton SPD area falls outside of the catchment area for the Somerset Levels and Moor Ramsar.

Potential Impacts on Habitats Site

3.4 There are a number of categories that can affect Habitats Sites which include:

- Physical Loss
- Physical Damage
- Non-physical disturbance
- Water table/availability
- Toxic contamination
- Non-toxic contamination
- Biological disturbance

4. Mid Devon Local Plan 2013 – 2033 HRA

4.1 As the competent authority under The Conservation of Habitats and Species Regulations (2010) (now 2017 as amended) Mid Devon District Council has been required to assess its Local Plan 2013-2033 as part of the HRA process.

4.2 A full HRA Report for the Mid Devon Local Plan 2013-2033 was undertaken March 2015 and related to the Publication Draft version of the Local Plan. This concluded that adverse effects on the integrity of European sites (referred to in this report as Habitats sites) around Mid Devon

from policy and site options in the new Local Plan, either alone or in combination with other plans, will not occur.

- 4.3 Two HRA Addenda were prepared in 2016. The first (dated August 2016) was prepared in order to update the findings of the March 2015 HRA Report in light of changes to the supply of housing and employment land that were made in the Submission version of the Local Plan. The HRA Addendum screened the changes to policies in the Local Plan and concluded that, for each change, the screening conclusions of the March 2015 HRA Report would have been the same and the same Appropriate Assessment work would therefore have been undertaken. The second HRA Addendum (December 2016) presented Appropriate Assessment work that was undertaken in relation to potential air pollution impacts on the Culm Grasslands SAC that could result from development at Junction 27 and the associated additional housing required.
- 4.4 A third HRA Addendum was prepared in October 2019 which presented an assessment of the proposed Main Modifications raised by the Planning Inspector appointed by the Secretary of State to undertake the independent examination of the Mid Devon Local Plan (2013-2033). This concluded that the HRA for the Mid Devon Local Plan remain that the Local Plan (taking into account the Proposed Main Modifications) is not likely to have adverse effects on the integrity of European sites (referred to in this report as Habitats sites), either alone or in-combination with other plans or projects.
- 4.5 Subsequent to this conclusion in the Local Plan 2013-2033 HRA, new advice on the potential to have nutrient impacts on Habitats sites was received in 2020 from Natural England in light of a court Judgement (known as Dutch N). Of relevance to Mid Devon District this identified the Somerset Levels and Moors Ramsar Tone Catchment, in which small areas to the East of the District falls within the 'area of risk' Tone Catchment. Development types that require a HRA to determine the impacts on this Habitat Site include:
- New residential units – including tourist accommodation, gypsy sites/pitches
 - Commercial developments – where overnight accommodation is provided
 - Agricultural Development – additional barns, slurry stores etc. where it is likely to lead to an increase in herd size
 - Prior Notifications of agricultural development where, as a result of development, the herd size may increase. Prior notifications for change of use of office to dwellings and agricultural buildings to dwellings
 - Anaerobic Digesters
 - Some tourism attractions
- 4.6 No relevant types of development that could affect the Somerset Levels and Moors Ramsar are allocated within the Mid Devon Local Plan and DM28 sets out that where development proposals are likely to have a significant effect on a European site an Appropriate Assessment will be required. In which case, planning permission will be refused unless it has been ascertained that with mitigation measures in place the development will not adversely affect the integrity of the site.

5. NW Cullompton Urban Extension Masterplan SPD HRA Screening

- 5.1 In taking into account the Mid Devon Local Plan 2013-2033 HRA screening, likely significant effects for the NW Cullompton Urban Extension Masterplan on European Sites remain uncertain. The site allocation is located some distance from the nearest European sites and does not fall within the nutrient area of risk catchment area relevant to the Somerset Levels and Moors Ramsar. While the Local Plan includes a number of policies which should mitigate the potential impacts of development at Cullompton these cannot be taken into account at the screening stage in line with *People Over Wind & Peter Sweetman v Coillte Teoranta C-323/17 Case*.
- 5.2 The NW Urban Extension in combination with the other Cullompton allocations identified in the Local Plan would result in fairly large-scale development at the town which could affect European sites through increased pressure for recreation space and increased vehicle traffic in particular. Non-physical disturbance from development (e.g. noise, vibration and light pollution) would not be expected as a result of development at Cullompton, due to the distance from European sites. However for the reason of potential impact identified through recreation pressure and increased vehicle traffic, in line with the Local Plan HRA, it is not possible to rule out the possibility of likely significant effects associated with NW Cullompton Urban Extension Masterplan. Therefore an Appropriate Assessment has been undertaken as set out below.

6. Appropriate Assessment

- 6.1 Policies in the Mid Devon Local Plan have already been subject to HRA Appropriate Assessment which concluded that the Mid Devon Local Plan will not have adverse effects on the integrity of European sites (Habitats sites), either alone or in-combination with other plans or projects. Although the Local Plan did not at the time consider the impact on the Somerset Levels and Moors Ramsar site, no allocations fall within the 'area of risk' catchment areas. The Local Plan also includes DM28 which sets out where development proposals are likely to have a significant effect on a European site an Appropriate Assessment will be required. In which case, planning permission will be refused unless it has been ascertained that with mitigation measures in place the development will not adversely affect the integrity of the site.
- 6.2 The NW Cullompton Urban Extension Masterplan SPD does not introduce new policies or proposals outside the scope of the Local Plan. The NW Cullompton Urban Extension Masterplan SPD does not result in development itself but seeks to guide development in the allocated area and falls within the parameters of policies CU1-CU6 of the Mid Devon Local Plan including the proposed number of total dwellings. For the above reasons the findings and results of the HRA for the Local Plan 2013-2033 are applicable for the Appropriate Assessment of the NW Cullompton Urban Extension Masterplan SPD.

Recreation Pressure

- 6.3 In considering the identified possible impact of increased pressure for recreation space, many of the European sites around Mid Devon are vulnerable to the effects of erosion/trampling from recreation (e.g. heathland habitats) and several sites include birds and other qualifying species that could be affected by disturbance, in particular the sites to the south of Mid Devon (Exe Estuary SPA and Ramsar Site, East Devon Pebblebed Heaths SAC and East Devon Heaths SPA).

- 6.4 However, the distance of most European sites around Mid Devon from the District, and in particular the locations that will be the main focus of development (Tiverton, Crediton and Cullompton) means that a significant increase in day-to-day visitor numbers at any of the European sites for activities such as dog walking is not considered likely.
- 6.5 While there may still be some increase in visits to sites such as Dartmoor SAC, South Dartmoor Woods SAC and the East Devon Heaths SAC which are known to be popular visitor destinations, there are a wide range of mitigation measures already in place, for example through the Dartmoor National Park Management Plan and the South East Devon European Site Mitigation Strategy that should help to avoid adverse effects. In addition, policies within the Local Plan will help to ensure that green infrastructure is included within development sites.
- 6.6 In October 2019 a HRA Addendum presented an assessment of the proposed Main Modifications raised by the Planning Inspector appointed by the Secretary of State to undertake the independent examination of the Mid Devon Local Plan (2013-2033). This concluded that the HRA for the Mid Devon Local Plan remain, that the Local Plan (taking into account the Proposed Main Modifications) is not likely to have adverse effects on the integrity of European sites (referred to in this report as Habitats sites), either alone or in-combination with other plans or projects.
- 6.7 Therefore, it is concluded that the NW Cullompton Urban Extension Masterplan SPD proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites as a result of increased recreation pressure.

Vehicle Traffic

- 6.8 Air pollution from traffic is most likely to affect European sites which have plant, soil and water habitats amongst their qualifying features but some qualifying animal species may also be directly affected, or indirectly affected by deterioration in habitat. Therefore, where European sites do not include species that are vulnerable to these impacts amongst their qualifying features, air pollution-related effects can be ruled out. The qualifying heathland habitats of the Culm Grassland SAC are known to be vulnerable to the effects of air pollution and due to its proximity to a strategic road (A361), it was identified in the HRA for the Mid Devon Local Plan as having the potential to be affected by air pollution as a result of proposals in the Local Plan.
- 6.9 Nitrogen dioxides (NO_x) are considered to be the key pollutants from traffic emissions. Deposition of nitrogen compounds may lead to both soil and freshwater acidification, and NO_x can cause eutrophication of soils and water.
- 6.10 For the Culm Grasslands SAC, in considering the identified possible impact of increased vehicle traffic, the Local Plan Appropriate Assessment included a transport model used to obtain traffic data for assessment year of 2033 i.e. the end of the Local Plan period, when all of the development in the Local Plan are likely to be completed and occupied, and the traffic impacts will be greatest. The Appropriate Assessment of air pollution effects on the Culm Grasslands SAC found that the combination of Local Plan allocations would increase NO_x levels immediately adjacent to the A361, over the plan period. However, the effects would be very localised within the SAC. A negligible increase in nutrient nitrogen and acid nitrogen deposition would occur

from the Mid Devon Local Plan 2013-2033, although critical loads for these are already being exceeded and will continue to do so in 2022, despite expected decreases in background concentrations. The most appropriate mitigation for the effects of air pollution at the Culm Grasslands SAC is to target agricultural sources of nitrogen (which is outside the remit of the Local Plan), although improvements to vehicle emissions nationally, and sustainable transport initiatives, for example those encouraged in the Local Plan, will also contribute to the mitigation of impacts on the SAC's qualifying features. It was concluded that the Local Plan proposals would not have an adverse effect on the integrity of the Culm Grasslands SAC.

6.11 In October 2019 a HRA Addendum presented an assessment of the proposed Main Modifications raised by the Planning Inspector appointed by the Secretary of State to undertake the independent examination of the Mid Devon Local Plan (2013-2033). This concluded that the HRA for the Mid Devon Local Plan remain, that the Local Plan (taking into account the Proposed Main Modifications) is not likely to have adverse effects on the integrity of European sites (referred to in this report as Habitats sites), either alone or in-combination with other plans or projects.

6.12 Therefore, it is concluded that the NW Cullompton Urban Extension SPD proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites as a result of increased vehicle traffic.

Appropriate Assessment Conclusion

6.13 The Appropriate Assessment considers in detail the potential impact identified at the HRA screening stage i.e. recreation pressure and increased vehicle traffic. From these findings it is concluded that the NW Cullompton Urban Extension Masterplan SPD proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites.

7. Conclusion

7.1 The NW Cullompton Urban Extension in combination with the other Cullompton allocations identified in the Local Plan would result in fairly large-scale development at the town which could affect European sites through increased pressure for recreation space and increased vehicle traffic in particular. Non-physical disturbance from development (e.g. noise, vibration and light pollution) would not be expected as a result of development at Tiverton, due to the distance from European sites. However for the reason of potential impact identified through recreation pressure and increased vehicle traffic, in-line with the Local Plan HRA, it was not possible to rule out the possibility of likely significant effects associated with NW Cullompton Urban Extension Masterplan.

7.2 An Appropriate Assessment was undertaken in which the findings and results of the HRA for the Local Plan 2013-2033 were applicable for the Appropriate Assessment of the NW Cullompton Urban Extension Masterplan SPD given that the SPD does not introduce new policies or proposals outside the scope of the Local Plan and the SPD does not result in development itself but seeks to guide development in the allocated area and falls within the parameters of policies CU1-CU6 of the Mid Devon Local Plan including the proposed number of total dwellings.

7.3 For the above reasons the findings and results of the HRA for the Local Plan 2013-2033 were applicable for the Appropriate Assessment of the NW Cullompton Urban Extension Masterplan SPD. The Appropriate Assessment considered in detail the potential impact identified at the HRA screening stage i.e. recreation pressure and increased vehicle traffic. It concluded that the NW Cullompton Urban Extension Masterplan SPD proposals, alone or in combination with other plans and proposals will not have an adverse effect on the integrity of European sites as a result of increased recreation pressure or vehicle traffic from the new Local Plan. From these findings it is concluded that the NW Cullompton Urban Extension Masterplan SPD proposals, alone or in combination with other plans and proposals will not have an adverse effect on the integrity of European sites.

MID DEVON DISTRICT COUNCIL – NOTIFICATION OF KEY DECISIONS

June 2022

The Forward Plan containing Key Decisions is published 28 days prior to each Cabinet meeting

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|--|--------------------------------------|------------------|---|--|---|
| Progress against the Corporate Plan To consider the progress made against Corporate Plans aims (taking into consideration the views of the PDGs) and agree actions for the remaining life of the plan. | Environment Policy Development Group | 24 May 2022 | Stephen Walford, Chief Executive Tel: 01884 234201 | Leader of the Council (Councillor Bob Deed) | Open |
| | Economy Policy Development Group | 26 May 2022 | | | |
| | Scrutiny Committee | 30 May 2022 | | | |
| | Homes Policy Development Group | 31 May 2022 | | | |
| | Community Policy Development Group | 7 Jun 2022 | | | |
| | Cabinet | 12 Jul 2022 | | | |

Agenda Item 8.

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|---|---|--------------------------------|--|---|--|
| Economic Recovery Plan To receive the draft Local Economic Recovery Plan | Economy Policy Development Group Cabinet | 26 May 2022 14 Jun 2022 | Richard Marsh, Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Unauthorised Encampment Policy To receive the 3 yearly review of the Unauthorised Encampment Policy | Community Policy Development Group Cabinet | 7 Jun 2022 12 Jul 2022 | Andrew Busby, Corporate Manager for Property, Leisure and Climate Change Tel: 01884 234948 | Cabinet Member for Community Well Being (Councillor Dennis Knowles) | Open |
| The Crediton Area History & Museum Society To receive business case from The Crediton Area History & Museum Society for financial support (tbc) | Community Policy Development Group Cabinet | 7 Jun 2022 14 Jun 2022 | | Cabinet Member for Community Well Being (Councillor Dennis Knowles) | Open |
| Tiverton A361 Junction HIF Scheme To consider the outcome of the tender process. | Cabinet | 14 Jun 2022 | Richard Marsh, Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Part exempt |

Page 4 of 6

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|---|-----------------------|-----------------------------|--|--|--|
| LGA Peer Challenge Report To receive the peer review report as undertaken by the Local Government Association as part of its national sector-led improvement programme and to consider the recommendations contained therein. | Cabinet | 14 Jun 2022 | Stephen Walford, Chief Executive Tel: 01884 234201 | Leader of the Council (Councillor Bob Deed) | Open |
| Air Quality Supplementary Planning Document for Consultation To consider an Air Quality SPD | Cabinet | Not before 14th Jun 2022 | Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Mid Devon (Public Spaces Protection) (Dog Control) Order 2021 - Variation Following objections to the variation in one of the areas, further consideration is required. | Cabinet | 14 Jun 2022 | Darren Beer, Operations Manager for Street Scene | Cabinet Member for the Environment and Climate Change (Councillor Colin Slade) | Open |

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|--|-----------------------|---------------------------|---|---|--|
| UK Shared Prosperity Fund To consider a plan for approval. | Cabinet | 14 Jun 2022 | Richard Marsh, Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Levelling Up Fund Bid and Cullompton Town Centre Relief Road - update To consider a report with regard to a LUF Bid and to receive an update with regard to the project. | Cabinet | 14 Jun 2022 | Richard Marsh, Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Cullompton Town Centre Masterplan and Delivery Plan SPD To consider the masterplan | Cabinet Council | 14 Jun 2022 6 Jul 2022 | Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398 | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Crediton Masterplan - Procurement To consider the procurement of services for the Crediton Masterplan. | Cabinet | 14 Jun 2022 | Richard Marsh, Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard) | Part exempt |

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|--|-----------------------|-------------------------|---|--|--|
| | | | | Chesterton) | |
| Crediton NHS Hub Phase 2 To consider a funding request. | Cabinet | 14 Jun 2022 | Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242 | Cabinet Member for Finance (Councillor Andrew Moore) | Part exempt |
| Financial Outturn To receive the outturn for the 2021-22 financial year | Cabinet | 14 Jun 2022 | Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242 | Cabinet Member for Finance (Councillor Andrew Moore) | Open |
| Custom and Self Build Supplementary Planning Document To consider a draft SPD for consultation | Cabinet | 12 Jul 2022 | Tristan Peat, Forward Planning Team Leader | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Culm - Garden Village Masterplan To consider a masterplan for consultation. | Cabinet | 12 Jul 2022 | Tina Maryan, Area Planning Officer | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|---|---|-------------------------------|--|---|--|
| Non Statutory Interim Policy Statement on Planning for Climate Change To consider the policy statement | Environment Policy Development Group Cabinet | 19 Jul 2022 9 Aug 2022 | Tristan Peat, Forward Planning Team Leader | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Play Area Safety Inspection Policy To receive the 3 yearly review of the Play Area Safety Inspection Policy | Environment Policy Development Group Cabinet | 19 Jul 2022 9 Aug 2022 | Andrew Busby, Corporate Manager for Property, Leisure and Climate Change Tel: 01884 234948 | Cabinet Member for the Environment and Climate Change (Councillor Colin Slade) | Open |
| Shopfront Enhancement Scheme To receive a report regarding the Shopfront Enhancement Scheme | Economy Policy Development Group Cabinet | 21 Jul 2022 9 Aug 2022 | Richard Marsh, Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Market Environmental Strategy To receive a report regarding the Market Environmental Strategy | Economy Policy Development Group Cabinet | 21 Jul 2022 9 Aug 2022 | Richard Marsh, Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|---|---|-------------------------------|---|--|--|
| Meeting Housing Needs SPD To recommend a draft for consultation to the Cabinet | Homes Policy Development Group Cabinet | 26 Jul 2022 9 Aug 2022 | | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Open |
| Neighbourhood & Community Standard Policy To consider a revised policy. | Homes Policy Development Group Cabinet | 26 Jul 2022 9 Aug 2022 | Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615 | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Open |
| HRA Fees and Charges To consider fees and charges. | Homes Policy Development Group Cabinet | 26 Jul 2022 9 Aug 2022 | Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615 | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Open |
| Town and Parish Charter To receive the 3 yearly review of the Town and Parish Charter | Community Policy Development Group Cabinet | 2 Aug 2022 6 Sep 2022 | Tristan Peat, Forward Planning Team Leader | Cabinet Member for Community Well Being (Councillor Dennis Knowles) | Open |
| Mid Devon as a Trauma Informed Council To receive details of how the | Community Policy Development | | Simon Newcombe, Corporate Manager for Public Health, | Cabinet Member for Community Well Being | Open |

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|--|-----------------------|--------------------------|--|---|--|
| Council can become Trauma Informed and the steps required and costs associated with this and whether to recommend the approach to the Cabinet. | Group Cabinet | 2 Aug 2022 6 Sep 2022 | Regulation and Housing Tel: 01884 244615 | (Councillor Dennis Knowles) | |
| Tiverton EUE Area B Masterplan To consider the outcome of the playing pitch and sports provision review | Cabinet | 6 Sep 2022 | Richard Marsh, Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Tiverton Town Centre Masterplan To agree the draft masterplan for public consultation. | Cabinet | Not before 6th Sep 2022 | Richard Marsh, Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |
| Review of Development Management - Discretionary Fees To consider a review of discretionary fees | Cabinet | 6 Sep 2022 | Director of Place | Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton) | Open |

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|---|---|-------------------------------|---|--|--|
| Asbestos Management Plan To consider a revised plan. | Homes Policy Development Group Cabinet | 20 Sep 2022 4 Oct 2022 | Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615 | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Open |
| Housing Assistance Policy To consider a revised policy. | Homes Policy Development Group Cabinet | 20 Sep 2022 4 Oct 2022 | Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615 | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Open |
| Private Sector Housing Fees and Charges To consider revised fees and charges. | Homes Policy Development Group Cabinet | 20 Sep 2022 4 Oct 2022 | Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615 | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Open |
| Channel Access Policy To consider a revised Policy | Cabinet | 4 Oct 2022 | Lisa Lewis, Corporate Manager for Business Transformation and Customer Engagement Tel: 01884 234981 | Cabinet for the Working Environment and Support Services (Councillor Clive Eginton) | Open |

| Title of report and summary of decision | Decision Taker | Date of Decision | Officer contact | Cabinet Member | Intention to consider report in private session and the reason(s) |
|---|---|--------------------------------|---|---|--|
| Post Hill Tiverton–Tender results and project award for 70 Council homes To consider the outcome of the tender process. | Cabinet | 4 Oct 2022 | Andrew Busby, Corporate Manager for Property, Leisure and Climate Change Tel: 01884 234948 | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Part exempt |
| Strategic Allocations Policy & Strategic Tenancy Strategy To consider a revised strategy. | Homes Policy Development Group Cabinet | 15 Nov 2022 29 Nov 2022 | Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615 | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Open |
| Empty Homes Plan To consider a revised plan. | Homes Policy Development Group Cabinet | 15 Nov 2022 29 Nov 2022 | Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615 | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Open |
| Housing Strategy update and annual review To consider a review of the strategy. | Homes Policy Development Group Cabinet | 15 Nov 2022 29 Nov 2022 | Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615 | Cabinet Member for Housing and Property Services (Councillor Stuart Penny) | Open |