

Public Document Pack

Mid Devon District Council

Special meeting of the Cabinet

**Friday, 7 August 2015 at 10.00 am
Cullompton Town Hall, Cullompton**

**Next ordinary meeting
Thursday, 27 August 2015 at 2.15 pm**

Those attending are advised that this meeting will be recorded

Membership

Cllr C J Eginton	Leader
Cllr R J Chesterton	Deputy Leader and Planning and Economic Regeneration
Cllr N V Davey	Environment
Cllr P H D Hare-Scott	Finance
Cllr C R Slade	Community Well Being
Cllr Mrs M E Squires	Working Environment and Support Services
Cllr R L Stanley	Housing

A G E N D A

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. Minutes of the Previous Meeting**
To receive the minutes of the last meeting of the Committee (to follow)
- 4. Masterplan - Cullompton North West Urban Extension (Pages 3 - 148)**
To receive a report of the Head of Planning and Regeneration requesting that the masterplan be approved for consultation
- 5. Five Year Land Supply (Pages 149 - 156)**
To receive a report of the Head of Planning and Regeneration advising Members on the most recent five year housing land supply calculations and to recommend a course of action to minimise the risk of a

successful challenge to that calculation.

The Chairman of the Scrutiny Committee has agreed that this item may be discussed although 28 day's notice has not been adhered to, as this would add undue delay to the publication of a the Council's latest 5 year housing land supply figures. The report highlights a number of potential ways in which the latest calculation could be challenged, and recommends a number of mitigation measures to be taken immediately in order to safeguard the Council's position.

Kevin Finan
Chief Executive
Thursday, 30 July 2015

Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Member Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use other forms of social media to report on proceedings at this meeting.

Members of the public are welcome to attend the meeting and listen to discussion. Lift access to the Council Chamber on the first floor of the building is available from the main ground floor entrance. Toilet facilities, with wheelchair access, are also available. There is time set aside at the beginning of the meeting to allow the public to ask questions.

An induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter. If you require any further information, or

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

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CABINET
7TH AUGUST 2015

NORTH WEST CULLOMPTON URBAN EXTENSION – MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT

Cabinet Member Cllr Richard Chesterton
Responsible Officer Head of Planning and Regeneration

Reason for Report: To seek the submission of the draft Masterplan Supplementary Planning Document (SPD) for stage 2 public consultation.

RECOMMENDATION:

1. **That Cabinet submit the draft Masterplan Supplementary Planning Document for public consultation.**
2. **That delegated authority be given to the Head of Planning and Regeneration in consultation with the Cabinet Member for Planning and Economic Regeneration to finalise consultation material.**

Relationship to Corporate Plan: To ensure delivery of key plans for Mid Devon, including a thriving economy, better homes, empowering local communities and caring for the environment.

Financial Implications: The costs of printing documents and running the consultation process are to be met by the Council with contribution by the development consortium.

Legal Implications: The consultation will comply with The Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's Statement of Community Involvement. In order for the masterplan to be adopted as Supplementary Planning Document, public consultation needs to take place in accordance with the requirements of the Council's Statement of Community Involvement. Whilst not forming part of the Development Plan, it will be a material consideration in the determination of planning applications relating to the site.

Risk Assessment: If progress on a masterplan is delayed, the Council becomes vulnerable to speculative planning applications being submitted which do not accord with adopted policies and are allowed at appeal due to a lack of alternative 'shovel ready' sites of equivalent size. This could lead to unsustainable development which would not meet policy requirements for essential infrastructure such as a new primary school, highway improvements, open space and local services.

1.0 INTRODUCTION: THE ROLE OF A MASTERPLAN.

- 1.1 A masterplan is a comprehensive plan that acts as a blueprint for the development of an area: setting out principles for the way in which it will come forward, coordinating policy and infrastructure requirements. It is usually required for larger scale developments where there are multiple landowners /

developers and there is a need to ensure development takes place in a comprehensive way to deliver common infrastructure, coordinate phasing and to resolve often complex planning issues. Masterplans bridge the gap between planning policy aspiration and the implementation in order to achieve a high quality design and create a successful place. They also set out key principles that planning applications will need to have regard to in order to be considered acceptable. It is important to understand that whilst a masterplan sets out guidelines and principles for the development, it does not contain the same level of detail and supporting documentation that would be expected at a planning application stage. 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.

- 1.2 The Council wishes to adopt the masterplan as a Supplementary Planning Document (SPD). This is a document that sets out more a detailed framework or policies in support of those contained in the Local Plan. Whilst it does not itself form part of the Development Plan, it is a material consideration in the determination of planning applications.

2.0 BACKGROUND TO THE DEVELOPMENT.

- 2.1 The Core Strategy was adopted in 2007 and sets out a growth strategy that seeks to balance social, environmental and economic objectives and concentrates development within the main settlements of Tiverton, Cullompton and to a lesser extent Crediton and Bampton. The Core Strategy sets out an overall need for 340 dwellings per year, amounting to 6,800 dwellings over the 20 year plan period up to 2026. Important to achieving the level of development (both housing and employment) identified and adopted within the Core Strategy are two urban extensions: to Tiverton and Cullompton respectively.
- 2.2 The Allocations and Infrastructure Development Plan Document (AIDPD) was adopted in January 2010 following extensive public consultation and examination by a Planning Inspector. It allocates sites for development in order to meet the Core Strategy's growth requirements. A large proportion of this growth is to be accommodated within the urban extensions identified above. Land to the north west of Cullompton has been previously accepted as being an appropriate location to help meet the growth needs of the town within the AIDPD. The urban extension was allocated on this basis to provide housing and employment, together with infrastructure.
- 2.3 An area of 74.8 ha to the north west of Cullompton is allocated for mixed use development in the AIDPD for 1100 dwellings and 40,000 square metres of employment floorspace. A range of adopted policies within this document set out requirements for the planning of the urban extension in terms of development requirements, transport provision, environmental protection, green infrastructure, community facilities, carbon reduction and air quality, phasing and masterplanning. The latter, (policy AL/CU/7) requires that the Council carry out a major public consultation exercise into the masterplanning

of the site before planning applications are made. Furthermore the masterplan is to be adopted as a Supplementary Planning Document (SPD).

3.0 KEY MASTERPLANNING ISSUES IDENTIFIED AT AN EARLY STAGE.

3.1 A series of key issues emerged at an earlier stage in masterplanning this site and formed part of the earlier public consultation stage. Comment and feedback on the issues was invited together with options for masterplan concepts. The key issues were:

- a. Developable area and quantum of development.
- b. Access options
- c. Location and amount of employment land
- d. Location of sports pitches
- e. Location of the primary school
- f. Location of gypsy and traveller pitches

3.2 More information on each of these issues, together with views upon them arising from the first stage public consultation together with how the emerging masterplan addresses them is in section 5.0 of this report.

4.0 MASTERPLAN PUBLIC CONSULTATION.

4.1 The Council's Statement of Community Consultation requires two stages of public consultation on site specific SPDs, firstly at the scoping stage and secondly on the draft document itself.

4.2 A 4 week long first stage public consultation took place between 12th September and 12th October 2014 and included three public exhibitions.

4.3 A range of material in respect of the allocation site was available and resulted from the site analysis that is being undertaken by the promoters. The following is a list of both background information that informed that consultation, together with consultation material itself:

ii) Evidence base summary report comprising:

- a. Planning background
- b. Allocation and land ownership
- c. Context of the site in Cullompton
- d. Visual impact
- e. Access and transport
- f. Topography and flooding
- g. Ecology
- h. Archaeology and heritage
- i. Utilities
- j. Masterplan timescale

iii) Masterplan concepts:

- a. Development within allocation site area.
- b. Development within allocation site: boundary between green infrastructure and development amended.

iv) Consultation boards / report:

A brief planning background to the allocation, collated results of surveys and studies presented as a map of constraints and opportunities, key issues and associated options, consultation questions and masterplan concept options. In addition a proposed masterplan timescale, masterplan contents list, how feedback can be made and details of the project team was given.

- 4.4 A total of 65 valid responses to the consultation were received, raising many matters that are discussed further in the draft Masterplan SPD. The representations and a summary are available to view at <https://new.middevon.gov.uk/planning-policy/masterplanning/northwest-cullompton/> A summary of stage 1 consultation responses is attached at **Appendix 1** together with analysis of the responses at **Appendix 2**.

- 4.5 Points made include the following:

Amount and distribution of development

- Only prepared to accept more development if critical infrastructure (new road and primary school) delivered very early.
- Many felt coerced into accepting higher development / redistribution of green infrastructure to achieve the infrastructure.
- Other responses did not want changes to the level and distribution of the development.
- The need for the allocation was questioned.

Highways and movement

- New road is critical and early delivery should be secured.
- Impacts of increased traffic, particular concern at congestion in town centre.
- Location and design of new roads
- Motorway junction should be upgraded in connection with this development.
- More respondents in favour of the new link road joining Willand Road south of Millennium Way roundabout.
- Pedestrian and cycle paths needed.

Environment

- Impacts on wildlife, habitats and flooding
- Visual impact and loss of countryside
- Protect Goblin Lane and roman fort on St Andrew's Hill
- Use Rull Hill as green space
- Noise and air quality

Design

- Retain character and style of existing area.
- Wide range of housing design suggestions.

School

- Primary School delivery critical and should be delivered early.
- Broadly equal support for location at top of Rull Hill (favoured by Town Council) or near the Health Centre.
- Open space and playing pitches should be located close to the school.
- Location of the school should be accessible and safe for pedestrians, cyclists and cars.

Community facilities

- As well as large sports pitches, investment should be made into current recreation facilities in Cullompton.
- Larger areas of green space favoured together to less, larger equipped play areas.
- Suggestions including post office, pub, doctors' surgery and many others.
- Most support for location of green space split between Rull Hill and land to the west.
- Suggested green space include: allotments, community garden, orchard, wildlife habitat, landscaped parkland, skateboarding park.
- Need for additional community facilities questioned.
- Contribution should be secured towards swimming pool.
- Suggested community facilities: public house, community hall / youth club, free parking, meeting place for the elderly.

Economy and regeneration

- Preference to location towards northeast of the development.
- Concern at increased large vehicles in connection with employment land.
- Need for additional employment land on this site questioned.

Housing

- Self build, housing for elderly, eco-housing suggested.
- Affordable housing is needed.
- Sufficient parking should be provided.

Gypsy and traveller pitches

- Need questioned.
- No clear location preference expressed.

5.0 THE CONSULTATION DRAFT MASTERPLAN

5.1 Since the initial consultation, officers and the promoters' design team have considered the representations and taken them into account in the formulation of the consultation draft masterplan SPD. A draft masterplan SPD, has now been produced and is attached to this report at **Appendix 3**.

5.2 The masterplan sets out the following:

- The role and purpose of the document

- The planning policy context
 - Consultation responses and how the masterplan addresses them.
 - The design process for the development of the site.
 - Information about the site: location, constraints and opportunities, land control.
 - The development vision and concept.
 - Guiding principles.
 - A framework plan for the development.
 - Amount of development and land use.
 - Densities, movement, landscaping and open space, drainage.
 - Character assessment.
 - Infrastructure requirements, delivery and triggers.
 - Development phasing.
 - Monitoring and review.
 - Requirements of future applications.
 - Appendix A: Factors shaping the development
 - Appendix B: Consultations
- 5.3 The masterplan addresses the key issues identified at the first consultation stage. These are discussed in more detail below.
- 5.4 **Developable area and quantum of development.**
The AIDPD policies allocate 74.8 ha for mixed use development mainly comprising 1100 dwellings and 40,000 sq m employment floorspace. 28 ha are proposed for strategic green infrastructure.
- 5.5 Results from studies forming the evidence base for the site indicate that the developable area is less than initially thought at the policy adoption stage. Within the allocated area for development scheme, the promoters estimate approximately 700 houses can be accommodated. The scheme would also need to provide infrastructure by way of a road linking Tiverton Road and Willand Road, a new 210 primary school on a 2.1 ha site, community facilities including a new community building and public open space. Concern emerged over the ability of this number of houses to provide the required level of infrastructure.
- 5.6 One of the options was whether the boundaries between the developable area and green infrastructure remain as the allocation, or whether amount of green infrastructure be reduced to increase the developable area and hence the housing numbers. Alternatively green infrastructure equal to the amount in the policy could be provided across the site in redistributed locations, yet still provide in the order of 1,100 dwellings.
- 5.7 The draft masterplan provides GI slightly in excess of the amount set out in the policy, but with a different distribution that concentrates it particularly in the vicinity of Rull Hill. The boundaries between GI and areas for housing / employment have been redrawn in order to reflect site constraints such as topography and ecological interest. 1100 houses are proposed (in addition to the 49 provided on the Olympian Way part of the site), together with 10,000

sq m employment floorspace. Land uses and their amounts are shown in Table 1 below.

Table 1: Amount and land use.

		Land in the control of		
	TOTAL (ha)	PMAM	Codex	Persimmon
Gross Area (ha)	70.33	24.10	35.26	10.97
Residential (net developable area in ha)	30.56	11.33	14.22	5.00
Total houses at circa 36 dwellings per ha	1100	408	512	180
Employment incl Local Centre (ha) <i>(policy target amended from 40,000 to 10,000sq m)</i>	1.8	0.85ha (4,000 sq m)	0.95ha (6,000sq m)	0
Community centre (ha) <i>(policy target 1ha)</i>	1	0	0.6	0.4
Primary school (ha) <i>(policy target 2.1ha)</i>	2.1	0	0	2.1
Gypsy and travellers sites (ha) <i>(policy at least 5 pitches)</i>	0.46	0	0.46	0
Total Developable Net Area (ha)	35.46			
Green infrastructure (ha) <i>(policy target 28ha)</i>	31.40	10.44	18.09	2.88
Allotments (ha) <i>(policy target 0.7ha)</i>	0.7	0	0.7	0
Equipped areas of play (ha) <i>(policy target 0.7ha)</i>	0.7	0	0.7	0
Sports pitches (no) <i>(policy target 2.8ha)</i>	2	0	2	0
Link Road infrastructure	2.07	1.48	0	0.59
Total Non Developable Area (ha)	34.87			

5.8 Access options.

The site is required to provide a road through the site suitable for buses linking Tiverton Road to Willand Road. This is intended to serve the development with minimal adverse impact upon the town centre highway network, including the sensitive junction of Tiverton Road and Fore Street. Options were presented in respect of where the proposed through route links with Tiverton Road and Willand Road. In respect of Willand Road, whether the new road will link into the roundabout at the end of Millennium Way or join Willand Road further south.

- 5.9 The masterplan shows the required road linking Tiverton Road (new junction near the cemetery) and Willand Road. The end of the new road on Willand Road is located south of the roundabout with Millennium Way. Off-site traffic calming and enhancements between the new junction on Willand Road and the junction with Station Road are proposed and will be detailed at application stage.

- 5.10 The link road is proposed to be constructed simultaneously from the two ends in order to achieve completion within 2-3 years from the start of the development. This is quicker than would be the case if it were to be constructed from the north to the south only. In order to achieve this a

temporary vehicular access is proposed from St George's View. This would be closed to vehicular traffic once the new road is completed.

5.11 Location and amount of employment land.

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

- 5.12 The location of employment land is an issue that has been considered at the masterplanning stage. Options related to land within the northern part of the allocation and / or land towards the south eastern part of the allocation. The masterplan now shows this to be located towards the north east of the site and in the local centre.

5.13 Location of sports pitches.

Policy AL/CU/3 of the AIDPD requires the provision of equipped and laid out public open space as part of the green infrastructure including 2.8 ha of sports pitches. Pitches require relatively level land. An emerging issue to be addressed through masterplanning the site is the location of these sports pitches and how they relate to the primary school and other green infrastructure areas. Several options were suggested which involve land at the west end of the allocation, on the top of Rull Hill (to south of Rull Lane) or off site to the north.

- 5.14 The masterplan proposes the main area of GI together with sports pitch provision in a concentrated area at the top of Rull Hill. A pitch is also proposed in connection with the new primary school, also to be located at the top of Rull Hill in order to take advantage of the broadly level area and to allow a concentration of school, open space and community facilities in this area. The masterplan also suggests that there is potential for one of the sports pitches to be provided off site to supplement existing sports provision in Cullompton. This was suggested as being suitable within responses at the first consultation stage.

5.15 Location of the primary school.

Policy AL/CU/4 requires the provision of a site 2.1ha in size for a new primary school and that the development fund a 210 place primary school within it. The school site is also to accommodate an additional 52 places for early years education. Options for the location of the primary school formed an issue for consultation and included land within the southern area of the site, adjacent to the health centre on Willand Road, on the top of Rull Hill and

within the north eastern part of the site. Space for outdoor play provision in conjunction with the school also needs to be considered.

- 5.16 No clear preference for school location emerged from the first stage consultation when sites adjacent to the Medical Centre on Willand Road and at the top of Rull Hill were compared. The Town Council favoured the top of Rull Hill. Devon County Council as Education Authority wishes to secure delivery of the school site (serviced and accessible) as soon as possible in the development. If this could be secured at Rull Hill, they had no objections to this as a location. The site to the top of Rull Hill is shown for the school in the emerging masterplan with the requirement that the site (accessible and serviced) be delivered prior to the first occupation of the first house on the site. It allows for co-location with the wider greenspace in this area together with community facilities and accessibility along the new link road.

5.17 Location of gypsy and traveller pitches.

The provision of pitches for gypsies and travellers is a government requirement. Policy AL/CU/1 requires that at least 5 such pitches are provided as part of the development's affordable housing requirement and in order to contribute towards the need in the District. The location of these pitches is also addressed through the masterplan. The suitability of surrounding roads to take touring caravan traffic movements associated with such pitches has been considered.

- 5.18 A site for at least 5 gypsy and traveller pitches is now indicated adjacent to the housing and employment area towards the NE of the site in order the benefit from easy access to the B3181 Willand Road and Millennium Way.

5.19 Infrastructure triggers.

The masterplan seeks to set out expectations for both development phasing and the delivery of infrastructure in order to deliver a coordinated and coherent approach between landowners and parcels of land. The early provision of highway infrastructure is a key requirement in order to reduce the impact of the development upon the highway network and existing local residents. Whilst the trigger for the delivery of the link road is expressed as prior to the occupation of 500 houses (estimated 5-6 years from the start of the development), the masterplan sets out a mechanism to deliver the road within 2-3 years from development start through funding secured from the sale of early land parcels. Concern over highway impact was one of the main themes of representations received from the first stage public consultation. The delivery of the primary school site has also accelerated so that it is prior to the occupation of the first house rather than before 300 houses in accordance with the policy requirement.

- 5.20 The prioritisation of the delivery of the link road and the school has implications for the viability of the development and the ability of the scheme to also deliver other infrastructure at an early stage. Triggers for the delivery of identified infrastructure are divided into types: access and transport;

education and community building; employment and local centre, green infrastructure and gypsy and traveller site. These details are in section 5.5 of the masterplan. A comparison between policy infrastructure requirements and those contained within the masterplan including respective triggers is at **Appendix 4**. With the prioritisation of the link road and primary school site, other infrastructure is principally now proposed in the second phase (after 500 houses) or phased with the development. The development must remain viable and hence start to generate value in order to deliver the necessary infrastructure. This requires some difficult decisions over the timing of some areas of infrastructure.

6.0 PROPOSED STAGE TWO CONSULTATION

- 6.1 Unlike initial consultation, the second stage is proposed to be for a longer 6 week period 20th August 2015 to 1st October 2015. The adoption of the masterplan SPD is targeted to take place in November 2015. This timescale allows for consideration of consultation responses and for any appropriate alterations to be made. Three public exhibitions are proposed to take place as follows:

27th August 2pm – 6pm (Thursday)
12th September 9am – 1pm (Saturday)
24th September 10am – 2pm (Thursday)

- 6.2 It is proposed that second stage public consultation incorporate a range of methods: letter to adjacent properties, Council website, newspaper notice, press release, public exhibitions, site notices, summary leaflets, response forms and web survey such as Survey Monkey.

7.0 RISK ASSESSMENT

- 7.1 The Allocations and Infrastructure Development Plan document including the allocation of this site was adopted in January 2011. Since then the Planning Service has sought to work with land owners and developers to deliver the development in accordance with Government planning policy, the Development Plan and other material planning considerations. The masterplan SPD has taken over two years of negotiation to get to a draft stage. Delivery of an adopted masterplan SPD within an appropriate, yet focussed timescale is becoming increasingly important for the following reasons:

- Delay will reduce confidence in the deliverability of the urban extension in a comprehensive and coordinated manner, thereby increasing the likelihood of planning applications being submitted for disparate areas of land without the necessary infrastructure provision or without a means of ensuring that infrastructure can be provided at the right time and in the right place. Additionally, individual applications increase the risk of proposals prejudicing the delivery of other areas of land within the allocation.

- Local Planning Authorities are required to boost the supply of housing in part through the provision of a five year supply of housing land (with an additional buffer of 5%, rising to 20% where there has been a record of undersupply). Councils need to demonstrate that this five year supply of housing sites is deliverable. Dwellings on the NW Cullompton urban extension are currently taken into account in the five year land supply and need to come forward in a timely manner. There are significant consequences for being unable to demonstrate a five year land supply in that planning applications are likely to be made on alternative, unplanned housing sites across the district in an ad hoc manner. The Government and Planning Inspectorate are currently giving high priority to housing delivery in areas without a five year land supply, to the extent that this is over-riding the local impact of development.
- The NW Cullompton urban extension is an important component of the Council's strategic policy aspirations and approach to meeting the needs of Mid Devon up to 2026. The non-delivery of this allocation will prejudice the realisation of these in terms of planned and coordinated housing supply to meet the needs of the population, the delivery of affordable housing and employment land provision detrimentally affecting the local economy. Furthermore wider benefits of the increased population of Cullompton as a result of the urban extension upon the vitality of the town centre will not be realised.

8.0 LOCAL PLAN REVIEW

- 8.1 The Local Plan Review 2013 – 2033 proposes to retain this development allocation, although increasing the development area to provide 1200 houses. This proposed allocation has been subject to recent submission draft stage consultation. We have not yet concluded the assessment of these representations and impact upon the emerging policy, especially in respect of enlarging the allocation. The masterplan recognises the potential to enlarge the allocation, demonstrates that it would work within a larger development area but does not predetermine the outcome of consideration of the extent and location of additional land or the outcome of the forthcoming examination in public of the emerging plan.

9.0 CONCLUSIONS

- 9.1 The draft masterplan seeks to deliver the established policy aspirations for the site and in many respects does so, setting out expectations for the delivery of the development together with associated infrastructure in a coordinated and comprehensive way. However it varies from the adopted allocation in two main areas: in the locational distribution of development areas and green infrastructure and in the timing of the delivery of certain infrastructure. The delivery of the linking road and site for the primary school have been prioritised, necessitating the setting back of delivery of other infrastructure and facilities whilst retaining development viability.

- 9.2 The masterplan has yet to go through a second stage of public consultation in August / September and accordingly is currently in draft. A 6 week consultation is proposed together with adoption in November 2015. This timescale also allows for consideration of consultation responses and for any appropriate alterations to be made.

Contact for any more information	Head of Planning and Regeneration (Mrs Jenny Clifford) 01884 234346
Background Papers	The adopted policies relating to the NW Cullompton Urban Extension may be viewed in the AIDPD at www.middevon.gov.uk/aidpd . The representations submitted during the initial masterplanning consultation in September / October 2014 together with a summary of responses are available at https://new.middevon.gov.uk/planning-policy/masterplanning/northwest-cullompton/ Cabinet papers 4 th September 2014
File Reference	None.
Circulation of the Report	Members of Cabinet

Northwest Cullompton Urban Extension

Masterplan SPD Stage 1 Consultation Summary

In total, there were 65 valid responses received during the consultation period which ran from the 12th September until the 12th October 2014.

Responses were received via mail, email, a comments box at the Hayridge Centre and through an online questionnaire. This document summarises the responses received.

The masterplan will need to take account of and enhance natural/environmental features of the site and its surroundings. Are there existing environmental features you would particularly like to be protected or enhanced?

Many of the respondents which commented on this section mentioned the retention of hedgerows, mature trees and public rights of way through the site. A number of respondents suggested the retention of Rull Hill as a green space and the conservation of the Roman Fort on St Andrew's Hill. Sixteen percent of respondents asked that Goblin Lane be protected and nine percent were concerned over the loss of countryside and views due to the proposed development.

"Spoiling Devon Countryside unnecessarily when other options have not been thoroughly explored"

"I am very worried that the 'essence' of Cullompton will be lost with the positioning of the development on the north western edge, as it will be built into the beautiful, up to now unspoilt hillside."

"Development should be low level (no more than 2 storeys high), at the base of/along the contours of any hills/ or as much 'on the flat' so that no housing is prominent and so to retain the 'countryside' feel and appeal of the area."

"This allocation also involves the development of environmentally and archaeologically sensitive land as evidenced in the 'constraints' paper and now seeks to develop land previously agreed as green infrastructure in previous consultations."

"The little dip near St George's Well is of real character and should be protected."

"Development of land that is elevated should be carefully designed and screened."

"The footpaths that run through the site are used by many local people to 'escape' from the town into a rural setting. It will be a significant loss if they do not retain the rural feel that they currently have."

"The area AL/CU/1 to the west of Growen Lane is currently used for equestrian purposes and should not therefore be included in the plan."

"Rull Hill left as a high level family leisure outlook vista and casual recreational area."

“Any development must have a zero impact upon the environment. For example any hedge rows and trees removed by the developers for roads etc. must be replanted elsewhere within the development.”

“Protection for Goblin Lane all the way to Rull Lane is essential as there are rare plants growing in the hedge rows and evidence of ancient boundaries.”

“As many of the mature trees as possible.”

“The water meadow identified as Floodzone between St Georges View and St Georges Well should be a protected habitat.”

“There is at least one ancient oak tree with a protection order located on the edge of St Georges View which needs to be preserved.”

“It would be good to try and enhance the ‘Roman Fort’ on St Andrews Hill and provide suitable access to and signage for the site.”

“Goblin Lane Access – There will obviously be a major increase in pedestrians using Goblin Lane for access once the estate is built. The lane is and always has been over the last 27 years in a very poor condition. Could the lane be made up with drainage and proper tarmac?”

Planning policy allocated the site for 1100 dwellings and employment. Due to site constraints, this cannot be achieved. 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 on order to increase the amount of housing to compensate for this and pay for these facilities?

Of the 65 responses received, eleven were unhappy about the option of less green infrastructure and commented that:

“This is bureaucratic speak but actually blackmail. So the choice is Either NO ‘infrastructure’ plus houses OP1, versus high density housing and a new inadequate poorly sited ‘ring road’.”

The developers are already trying to ‘twist arms’ for more land before they can provide an adequate infrastructure.”

“It always seems like green infrastructure is the first to go in situations like this.”

“How come the policy allocates the site for 1100 dwellings and employment but they already know they cannot achieve this number!!”

“The scale and loss to the green infrastructure allocation on the original plan is unacceptable.”

Many of the respondents believed that the new road and primary school were critical for the development, many saying they would only choose the second option of more development to ensure these infrastructure requirements were met. Overall, 23 respondents chose an option some

of which felt they were being coerced into choosing the higher amount of housing to achieve all the required infrastructure. Of those 23, 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).

"Infrastructure needs to be guaranteed/fully funded first, as there is already too much traffic for the roads we have and limited options for motorway access."

"If the only way to achieve the new road, school and community facilities is to amend the green infrastructure etc. then this should be done."

"I suggest that full use is made of any existing brownfield sites within the town environs before considering expansion into green spaces. Whilst the country needs homes, it needs agriculture and food more."

"I'm split on this if there was more information on how full the schools were for example then I would be able to make a better decision."

"700 houses are not enough, there should be more in Cullompton, surely there is a need locally?"

Some of the respondents asked where the contributions from previous developments in Cullompton had gone and why other developments in Cullompton could not contribute to the required infrastructure. It was also suggested that the site be increased to include some of the areas of land put forward in the Local Plan Review Options Consultation to ensure that the amount of green infrastructure be retained and the requirements for other infrastructure achieved.

"What have you done with all the money from the houses already built?" (Along Tiverton Road and between it and Swallow Way as well as the proposed 700 houses)

"With careful design of the site, the number of houses could be increased without losing too much green infrastructure. There should be no development at all if we will not get the school etc."

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

The current traffic problems within Cullompton were mentioned often in the representations received. Nearly a quarter (23%) 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 (28%) declared the need of a relief road to be in use early in the development or before any development occurred. Mention was given to the current state of the High Street, where one stopped car or lorry could create extensive traffic problems. It was also suggested that the junction of Higher Street and Station Road be upgraded for the current and future amounts of traffic.

“The other infrastructure improvement suggested is traffic lights at the motorway junction, this will exacerbate the queues which already occur at peak times will result in gridlock if another 1000-1200 cars are trying to use the roads.”

“We understand that a link road will be built but will this actually make any difference to the High Street. Will the link road be built before anything else as to alleviate the army of work vehicles delivering building materials.”

Of the 65 respondents, nine percent said that the creation of a new road and development should not result in the creation of new rat runs. Five percent of respondents mentioned that Langlands Road was currently used as a rat run and this should not be the case for the new development. 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.

“This is essential and needs to be built like Swallow Way, not Langlands Road, so there are no cars parked on it – Safer for everyone.”

“We have been given verbal assurances that this will not become a motorists ‘rat run’. Would like to see this in writing. Can money from the builders be used to tarmac the lane and put in proper drainage.”

Of the 65 respondents, 28 commented on their preferred option of the location of the proposed new road meeting Willand Road. Option 1, the roundabout at Millennium Way, received 36% in favour, while Option 2, linking to Willand Road, received 64% in support. Some of the respondents were concerned over the routes of Heavy Goods Vehicles (HGVs) as the route from Willand to Station Road has a weight restriction on it. Four of the respondents suggested that the proposed new road join with Tiverton Road to the west of Trumps Orchard near the junction of Ponsford Lane, rather than past the cemetery. It was also suggested that the High Street be made either one way of become pedestrianized, or that the new development not be accessible from Tiverton Road.

“Good well thought through safe junctions are essential at both road connections.”

“There should be NO access at all on to Tiverton Road from any part of the area.”

“The pedestrianisation of the main high street would attract new retail opportunities. Dare we even imagine it could rival Totnes as a favoured retail opportunity for independent stores and high quality retailers.”

“There should be a scheme that connects the two roads- It should allow the town feel to continue and not be a wide relief road but a series of tributary roads – somewhere near the cemetery and St Georges View would provide a good access. Relevant roads should have some restrictions to maximise traffic flow at peak times.”

“I would prefer it to be beyond Trumps Orchard but the end of the lane leading to Knowle Lane by Trumps Barn would link better to the road in the new estate.”

"The proposed road layout of the development ring road with Tiverton Road should be opposite Ponsford Lane with a view to running straight across the bottom of Knowle Lane by the Rugby Club and join Swallow Way there, solely to make the best of a bad situation altogether."

DCC supports the proposal of the junction of Tiverton Road and Olympia Way being re-aligned "so that priority runs from the west onto the new highway link (and vice versa)."

"Within the NW Extension, the road from Tiverton Road to Willand Road must be a distributor type road in order to cope with the sudden increase in traffic that results from a motorway closure"

Cullompton Town Council

"I would like to see a north western relief road that can be accessed from the padbrook roundabout, all around the north of the town, past the rugby club, through the west side near knowle, all around the back of trumps barn, to pick up the roundabout at the Willand side of Millennium Way, this should include shops, pub, schools and industrial along the way."

"No access into Tiverton Road. This road should be closed at the junction with Cullompton High Street."

"A traffic data survey of the whole town should be conducted in order that a proper traffic management plan for the whole town can be formulated and implemented"

"The idea to make a B road into a link road is nonsensical... there is a weight restriction from Willand to Station Road."

"One would question whether the road through Willand is able to support the proposed additional 1000-1500 cars which the new housing would inevitable come with."

"There should be a ban on large commercial vehicles and buses using Tiverton Road. I do however appreciate the need for two way traffic for emergency and delivery vehicles."

"A road should only be considered if it runs across Old Tiverton Road to link into Swallow Way thus providing a route round the west of the town."

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

For all the responses received about the types of housing, there was a large mixture of suggestions. Many respondents suggested the need for the development to integrate the mixture of houses, with a need for affordable housing, housing for the elderly, eco-housing or housing with solar panels and the suggestion of some self-build plots also incorporated in the site. It was mentioned (by 14% of respondents) that there should be enough parking for two or more cars per dwelling at least, as there are other new developments in the town where not enough parking was provided and this has resulted in parking on the road, causing problems for pedestrian, cyclist, buses and other car users. A handful of respondents mentioned the need for good design, referencing poor design standards in other locations of Cullompton which would not be acceptable in this development. The evidence for

the need for the quantity of housing proposed was requested as well as the evidence for the amount of social housing needed.

Some respondents considered that to meet the housing needs of Cullompton 2-3 bed dwellings would be most appropriate. Other felt that building 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.

“A mixed range of houses well integrated so that there are no separate areas for affordable housing, old people or those better off. That would lead to a much more cohesive community.”

“As much variety as possible. Mixed housing interspersed with green areas would create a pleasant environment. Affordable housing should also look attractive, rooms should not be too small as this end of the market are more likely to have young children.”

“Wide range of 2-5 bedroom houses i.e. terrace, semi-detached and detached. All with garages and drives.”

“Housing design should reflect on existing properties where they are near to the development.”

“Ideally the new properties should allow for proper frontage and rear garden, unlike the 2012 Swallow Way development where some are very small and everyone is on top of their neighbours.”

“High quality older persons mini villages as per the Florida template, will bring loads of cash into the area.”

“Houses with character (not little boxes made of ticky tacky). Affordable homes (and I mean affordable – for young couples) not executive houses and a good allocation of social housing but houses they can be proud of (not Colditz style).”

“Houses that will be environmentally friendly and reduce the fuel bills for the homeowners.”

“As evidenced by the millwood development the need for a high proportion of social housing is non existing in Cullompton.”

“Cullompton needs a stronger influx of wealthy residents who will have disposable income and the houses should be middle or upper quality homes.”

“I would like to see some self build plots and also some ‘eco’ housing.”

“There needs to be a full range of housing available from affordable small starter flats and homes, through to proper large family homes with gardens. There should also be an allocation for bungalows and retirement/sheltered housing in the appropriate places.”

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

Of all 65 respondents, only 11 (17%) chose an option for the location of floorspace. Eight were in favour of employment in the north east of the development and three were in favour of the employment site being split between the north and the south. Many were concerned 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, but extend the Kingsmill site to the east of the M5. Some queried the need for employment space when there are empty employment spaces in Willand and the Kingsmill Industrial Estate. Of the suggestions received, many wanted light industry or offices. One suggestion was to create a 'pre-science park' and link it to the Exeter Science Park as a start-up location for small high tech industries before moving to the larger Science Park in Exeter.

"Is there a strategy to introduce the right level of sustainable economic development so that Cullompton does not become a huge commuter town?"

"Not sure how this will work at either site as there is a weight limit in place between Willand and Millennium Way???"

"Why not extend the industrial estate on the other side of the motorway (Kingsmill) or other areas already set up for industrial use, such as Alexandra Industrial Estate or similar?"

"Whatever is built should not need regular deliveries by large HGV lorries. Small local businesses should be encouraged and located so as not to disturb residential houses."

"Probably nearer the northern end of the area to give easy access to the motorway via Millennium Way."

"Light industry, small garages, offices. End of proposed new layout with good easy access to road network."

"Out of town large M&S and Waitrose and others suitable to attract visitors to area and provide ample free parking."

"There are suitable units already available in Cullompton and Willand with the appropriate infrastructure in place."

"Mixture of office type accommodation and small scale workshops – Larger scale employment would be more appropriate the other side of the motorway near the present estate."

"The quality of existing retail and distribution type employment space needs a serious quality upgrade and there is potential to do so East of J28."

"Flexibility is key – units that can adjust the internal space with partitioning to accommodate a variety of businesses, particularly small businesses and allow them to grow. Start-up and early growth businesses need easy-in easy-out arrangements. We could try creating a 'pre-science park' for businesses aspiring to be part of the Exeter Science Park but not yet big enough to afford to move there and have a link between the two."

Where should the new primary school be located?

Of the 65 respondents, 39 commented on their preferred option for the location of the new primary school. The north east location (Option 1) received 15% responses in favour, with Option 2 (near the Health Centre) and Option 3 (Rull Hill) receiving 44 and 41 percent respectively. Many people commented that they would like to see the proposed sports pitches next to the school, so they could be utilised by the pupils and that the location of the school should be accessible and safe for cars, pedestrians and cyclists.

“Current policy states that a site the size of 2.1 hectares will be required, however it is considered that at this scale impacts upon the amount of housing or green infrastructure the site can deliver, then a developable site of 1.8 hectares would be acceptable.” DCC

“Don’t think any are very good.” (Options for location)

“New sports pitches should, obviously, be near the school so they can make use of them.”

“A School surrounded by green fields on 3 sides would be fantastic for the children.”

“Anywhere you can provide good safe access for pedestrians/cycles and adequate short stay car parking.”

The masterplan will provide major areas of green and recreational space. What should this include? Where should new sports pitches be located?

Three respondents believed that the Cullompton Community Association fields should be retained, and many respondents believed that 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, as it was felt that these areas were not utilised to their full extent.

“Fairly good facilities are already on CCA so why not offer development resources to them?”

“Experience has shown that small play areas have very little play value and the play equipment is not always used in the way that it was intended.”

“We already have major areas of green spaces – that you are trying to destroy to put in different green space... it just doesn’t make sense.”

“In the consultation a number of sites are mentioned for the location of new sports pitches but in the town we already have successful rugby, cricket and football clubs together with two crown bowls clubs so I would suggest improvements to these facilities would be of greater benefit to the town.”

“Do we really need more small children play areas?? Current locations look to be underutilised – where are the signature spaces for teenagers??”

“The masterplan shows the sports pitches away from CRFC therefore additional maintenance equipment and secure storage area will be required.” CRFC suggested placing new pitched adjacent current ones so they are better able to look after and utilise them.

Of the four options for the location of green and recreational spaces a total of 22 respondents showed a preference. Both the first (split land between Rull Hill and land north and south) and the third (split land between Rull Hill and land to the north) options received support by five respondents each, while the second option (land to the west) received support from only three respondents. The fourth option (split between Rull Hill and land to the west) receive the most support, having a total of nine respondents in favour of the option. Along with sufficient parking for visitors to the green spaces and sports pitches, it was suggested that the following be included within these spaces:

- Allotments;
- Community garden;
- Orchard;
- Wildlife habitat
- Landscaped parkland; and
- Skate boarding park.

“Sports pitches should be located toward the Willand end of the development in order that they can be accessed from Millennium Way.”

“We would like to propose that there be a community owned health garden adjacent to the Culm Valley Integrated Centre for Health.”

“Community gardens are not a new concept but this one would be unique bringing together our health centre, local patient groups and voluntary services, the proposed new school and outside academic and horticultural/agricultural initiatives.”

“The proposal of a community ‘Health Garden’ is a once in a lifetime opportunity to link local planning with a radical proposal to improve health. Bringing health, education and the local community together, this proposal offers Cullompton a unique opportunity to be a pioneer and to showcase a new way of improving the health and welfare of its patients and residents.”

“Option 2 – The new sports pitches suggested near Tiverton Road are actually shown placed on a sloping field (not flat). The adjacent building land is shown on an absolutely flat field. The site should be reversed with sports pitches on the flat field and the building sites on the sloping field. This would also place the pitches that much nearer to Cullompton and its schools.”

“New sports pitches should, obviously, be near the school so they can make use of them.”

“Cullompton is in desperate need of accessible public Tennis courts.”

“Consideration should be given to developing a network of wildlife walks or large semi open parkland as free to access land.”

“Need to allow sufficient space for parking.”

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

A total of 18 respondents inquired into the need for new facilities in Cullompton as there are several community facilities in Cullompton, two of which (The Hayridge Centre and the Cullompton Community Centre) are only a few years old. It was questioned whether developer contributions could go toward the Cullompton Swimming Pool Campaign which is a registered charity that is trying to raise the funds to build and operate a community based pool. One representation claims that nearly £110,000 has been raised and that a site at Padbrook has been selected. Apart from contributing to the Cullompton Swimming Pool Campaign, it was also suggested that 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
- Free parking facilities

“We already have a new community centre and a lovely library, what we need is free parking.”

“I also question whether the provision of local retail and community facilities within the new estate will isolate the estate rather than join it to the local centre, so current ‘indies’ in the high street would possibly not benefit from more footfall.”

“I have difficulty in understanding what the ‘new local centre’ is and what its purpose is and how it might take footfall away from The Walronds, The Hayridge and the new Cullompton Community Centre (off Church Street).”

“I think there are serious reservations (for me) about additional Community Facilities (other than a new school) given the investment there has been in the Hayridge, The Walronds and Cullompton Community Centre (off Church Street) which MDDC seem to be in denial about!!”

“Cullompton does not have a community arts theatre which could include exhibition and performing space, rehearsal space, cinema, etc. This would be a very welcome addition to the town.”

“I have massive difficulty with this issue given that DCC seem to have ‘given up’ on the John Tallack Centre, MDDC have (over many years?) under-invested in the Leisure facilities and they also seem to be in absolute denial that Cullompton Community Centre already exists.”

"If the housing is allowed then the developers should also make a contribution to the Cullompton Swimming Pool Campaign who will be building a swimming pool and hydrotherapy pool at Padbrook Park, facilities which will be used by residents of the new housing.

"The new school needs to be multipurpose (hence sports pitches adjacent), the John Tallack Centre needs revitalising and there needs to be Town and District Council support to sustain Cullompton Community Centre (opened in Jan 2012)."

"Spend money on saving existing facilities not on unnecessary new ones. "

"I was under the impression that community centres were being closed across Devon and as we have recently had the new library not sure if there is a need."

"Who would fund new youth facilities??"

"Near town centre and not adjacent to homes."

"Located centrally on site."

"Do need a letterbox at north end of Cully!"

Please comment on the two emerging development options. Of the two options put forward, do you have a preference?

Of the 65 respondents just under half showed a preference. Seven respondents (21%) preferred the first option while 20 (61%) preferred the second option. Six decided that neither option was preferred (18%).

Overall do you agree with the proposed scope and content of the proposed masterplan document?

Twenty-eight respondents conveyed their approval or disapproval of the scope of the proposed masterplan document. Sixteen (57%) believed that the scope of the document was adequate, while 12 respondents (43%) believed it was not adequate.

"This sort of development relies on development providing essential 'infrastructure' i.e. roads which are always there will compromise planners who are supposed to safeguard the interests of the population already living there, but never can."

"I do not feel well enough informed to answer this fully."

"Yes - The more homes the more wealth to the town the better."

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

There were many comments on other areas of the proposed masterplan for the northwest Cullompton urban extension. The main points raised were around flooding and drainage issues, noise and air pollution (11%), the inclusion of pedestrian and cycle paths, the reestablishment of the train station and suggested restricting the development to two stories. There were a few comments that the consultation was not well publicised and that having meetings during the working day meant many commuters were unable to attend events. Around 10% of respondents questioned the need for an urban extension in this location when there is the option in the Local Plan Review for an urban extension to the east of the M5.

One respondent expressed their opposition to development at Junction 27 and a few respondents referred to farmland around Cullompton as 'green belt' land when explaining how they did not want development on good quality agricultural land.

Re-establish the train station. *"It could be done simply and cheaply, again getting network rail to just tweak the timetable."*

A new M5 Junction should be created to the south of the town on the B3181. *"Then at least the M5 will be doing the job it stole from the town because it absorbed its original bypass."*

"It looks very exciting and the first positive action in the town for some time."

Don't cover the countryside in housing. *"Once its concreted over you cannot produce food."*

"A programme of archaeological investigation needs to be undertaken. Although there has been some archaeological work undertaken so far, not enough has been done to sufficiently cover the masterplan area. Devon County Historic Environment Team are happy to discuss the scope of works required."

"The option to co-locate the primary school, sports facilities and possibly a rank of shops with shared parking would seem a sensible solution."

"Has the New town at Cranbrook area been utilised fully or is there capacity to develop this site further?" (N.B. Outside Mid Devon District)

"Has an assessment been carried out to assess the audible, visible, and environmental (air quality/pollution) impact of traffic and new road system? If not why not?"

"Are there any plans to implement cycle paths and tracks, as this area is popular with cyclists and the roads are dangerous enough as it is, with a thousand new homes this will become dangerous in the extreme."

"I think the council should stand their ground and allow development but not at all costs."

"Not enough information on access, parking, footpath, cycle routes and traffic management."

"What measures are being taken to minimise the impact on local residents adjacent to the site?"

"Put in user friendly signage and police it (parking on double yellow lines by Barclays, Ignoring the no right turn into main street, tell Tiverton Road users where M5 is)."

“The Council should review the entire current allocation needed in light of the proposed Eastern Urban Extension to Cullompton of 3,000 houses as defined in Mid Devon Plan.”

“The Council should look to maintain natural beauty of Rull Hill and protect rural setting of historic Rull Hamlet built around Grade II Listed Medieval Farmhouse ‘Little Rull’.”

“As this allocation predates the Mid Devon decision to extensively develop the East of Cullompton, we believe this whole allocation should be reviewed strategically.”

“The North West Cullompton Urban Extension should take into account other emerging allocations, in the interests of safeguarding future growth options.”

Network Rail request a Policy is included within the document which requires developers to fund any qualitative improvements required in relation to existing facilities and infrastructure as a direct result of increased patronage resulting from new development.

“Any development must start at the Willand end of Cullompton as the town is already congested with lorries and the junction between High Street, Fore Street and Tiverton Road is not designed for large vehicles.”

“Angle the roofs of properties in a southerly direction so solar panels can be fitted where the electricity is needed rather than filling our fields with ugly solar panels.”

With the provision of 1100 homes, the population will potentially increase by over 10%. There is nothing in the plan mentioning additional doctors and dentist facilities, both of which are currently overloaded.

“Although the new link road is welcomed what additional works will be carried out to alleviate the already overloaded Station Road and Junction 28???”

“It is also, regretfully, absolutely necessary to build the relief road through the CCA fields which is not in this plan.”

“What sort of noise alleviation will you put in place? This question also applies to the new Link Road?”

“If infrastructure such as sports facilities were to be opposite our property, would there be flood lit pitches as this would cause problems in the evening.”

“The recent developments in Tiverton Road has also seen a large increase in pedestrian traffic to schools and shops. Anyone coming out of the Kingfisher Estate has to cross Tiverton Road on a ‘T’ junction and back again (just past the Plymouth Brethren building) in order to remain safe. There are no continuous pavements coming out of that estate.” Current lack of safe pavements.

“The safety of the people of Cullompton must come before the developers profits.”

“Moving the main bus route through Kingfisher Reach is totally ridiculous as the road narrows and has four dog leg bends that does not lend themselves to the use of large buses who would have to take up almost all the road when turning them.”

“May I suggest a community meeting whereby we are addressed by a Councillor with the full details of the proposal and where the residents have a chance to put forward their views and questions?”

“I would like to know where I can gain more information on the full scale of this project and the impact it will have on the current community and property prices.”

“Look to remove heavy vehicles from town centre by using northern orbital route to Swallow Way via Knowle Lane.”

“Is an eastern relief road from Millennium Way through to Padbrook roundabout also proposed (despite the issues of floodplain and the CCA fields)?”

“There is still not enough emphasis on flood risk, creative development of green spaces and there seems to be a tacit acceptance that Cullompton is (and will continue to be) a commuter town for Exeter and Taunton etc.”

“Where is the focus on localism, local regeneration and getting a signature inward investment to create more local jobs.”

“It flies in the face of residents wishes and ignores previous consultations. It puts existing facilities at risk and fails to identify whatever need it is to address.”

“I believe the government should take more responsibility for the expansion plans – if it demands more housing then it should contribute to the infrastructure – i.e. distributor road, improved access onto M5 and a new railway station and train service.”

“Allegedly this is a much larger proposed development and would allow for the infrastructure, i.e. the motorway junction to be improved, traffic lights would just exacerbate the existing problems.”

“Drainage and Flood risk from surface water and ground water is not well documented here. There is a lot of knowledge in the local community and evidence from recent works that must inform the plan – otherwise there is a real danger that the proposed development will cause massive difficulties both to residents in lower lying adjoining properties, or to flood risk from the rivers downstream of the site if run off is not properly controlled.”

Gypsy and Traveller Pitches

There were a number of representations opposed to including Gypsy and Traveller sites or questioning the expected need for them. Of all the 65 respondents, two thought the western area was the best location for Gypsy and Traveller pitches and one thought the northern location was preferred. No preference was given for the spit of the Gypsy and Traveller pitches between the west and north locations. 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 object to the Gypsy and Traveller site options presented on the grounds that they are not inclusive locations and are at a disadvantage in accessing key facilities and services. In the event that

employment land and the school were located in the north of the area, Option 2 might become more viable.”

Cullompton Town Council – Want to have confirmed:

- the number of Gypsy and Traveller pitches needed to meet legal obligations;
- whether showmen sites fall under the same legislation as the gypsy and traveller pitches proposed for NW Cullompton;
- whether the total number of existing gypsy and traveller pitches in Cullompton conforms to Government guidance and whether there is a need for additional pitches to be provided.

“On one of the plans a proposed travellers site is situated next to the pitches, in my experience, travellers and sports pitches do not mix.”

“If Option 2 is adopted the proposed Travellers site next to the sports pitches lacks foresight as further travellers could be encouraged to meet up and invade the sports facilities as recently happened in Exeter thus making the facilities unusable.”

“I would also like to understand why a Gypsy site is deemed necessary in this location.”

“I don’t agree with the traveller site off Tiverton Road - it would be better to the north which isn’t so congested.”

“I wholeheartedly disagree with travellers pitches as I do not believe they will be used an example is down by Nag’s Head Bridge travellers pitches formed and never used.”

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NW Cullompton Masterplan SPD: Stage 1 Consultation Responses – Percentages

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

Question	Response	Number of respondents	Percentage of total respondents (out of 65)	Percentage of respondents who answered the question
Should the boundaries between the green infrastructure and housing land be amended on order the increase the amount of housing to compensate for this and pay for these facilities?	Yes	10	15%	44%
	No	13	22%	56%
	Unhappy with the option of less infrastructure*	11	17%	-
The development will increase traffic. How should this be dealt with and where should the proposed road connect into Tiverton Road and Willand Road?	Option 1 – Tiverton Road to Roundabout at Millennium Way	10	15%	36%
	Option 2- Tiverton Road to Willand Road	18	28%	64%
	Link road to meet Tiverton Road East of cemetery	1	2%	-
	Link road to meet Tiverton Road West of Trumps Orchard	4	6%	-
What types of employment should this include and where should it be located?	Option 1- Northeast location	8	12%	73%
	Option 2- Split between the North and the South	3	5%	27%
Where should the new primary school be located?	Option 1- Northeast area	6	9%	15%
	Option 2- Next to	17	26%	44%

	Health Centre			
	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
General Comments				
Development should only be to the East of the M5		6	9%	
Junction of Bull Ring and Tiverton Road needs to be improved		4	6%	
Concern over lots of rat runs created		6	9%	
Langland Road already a rat run		3	5%	
CCA Fields should remain as they are		3	5%	
Retain current public rights of way i.e. bridleways, footpaths etc. across the site		4	6%	
Motorway junction improvements must be completed before or close to beginning of development		15	23%	
Concern over Air Quality		4	6%	
Concern over Noise Quality		7	11%	
Relief road should be built before or very early on in the development		18	28%	
Concern over need for adequate parking for households – generally suggested 2 parking spaces or more for each dwelling		9	14%	
Goblin Lane should be protected and enhanced		10	16%	

*Some of those who were unhappy with less infrastructure also replied no

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North West
Cullompton
Masterplan

Supplementary Planning Document
For Consultation Purposes

July 2015



Foreword

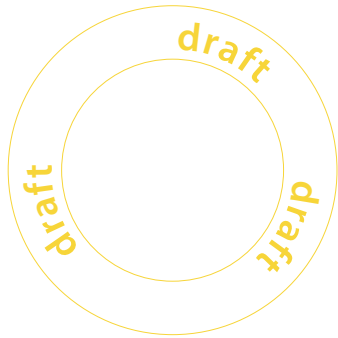
This Supplementary Planning Document (SPD) addresses the North West Cullompton Urban Extension. It has been prepared by Mid Devon District Council (MDDC) and in partnership with three land promoters.

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

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

It is intended that the document will be adopted by MDDC as a Supplementary Planning Document to guide the shaping of the new neighbourhood at North West Cullompton.

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Setting the Scene





Setting the Scene

1.0 Introduction

1.1 The Purpose and Role of the Document

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

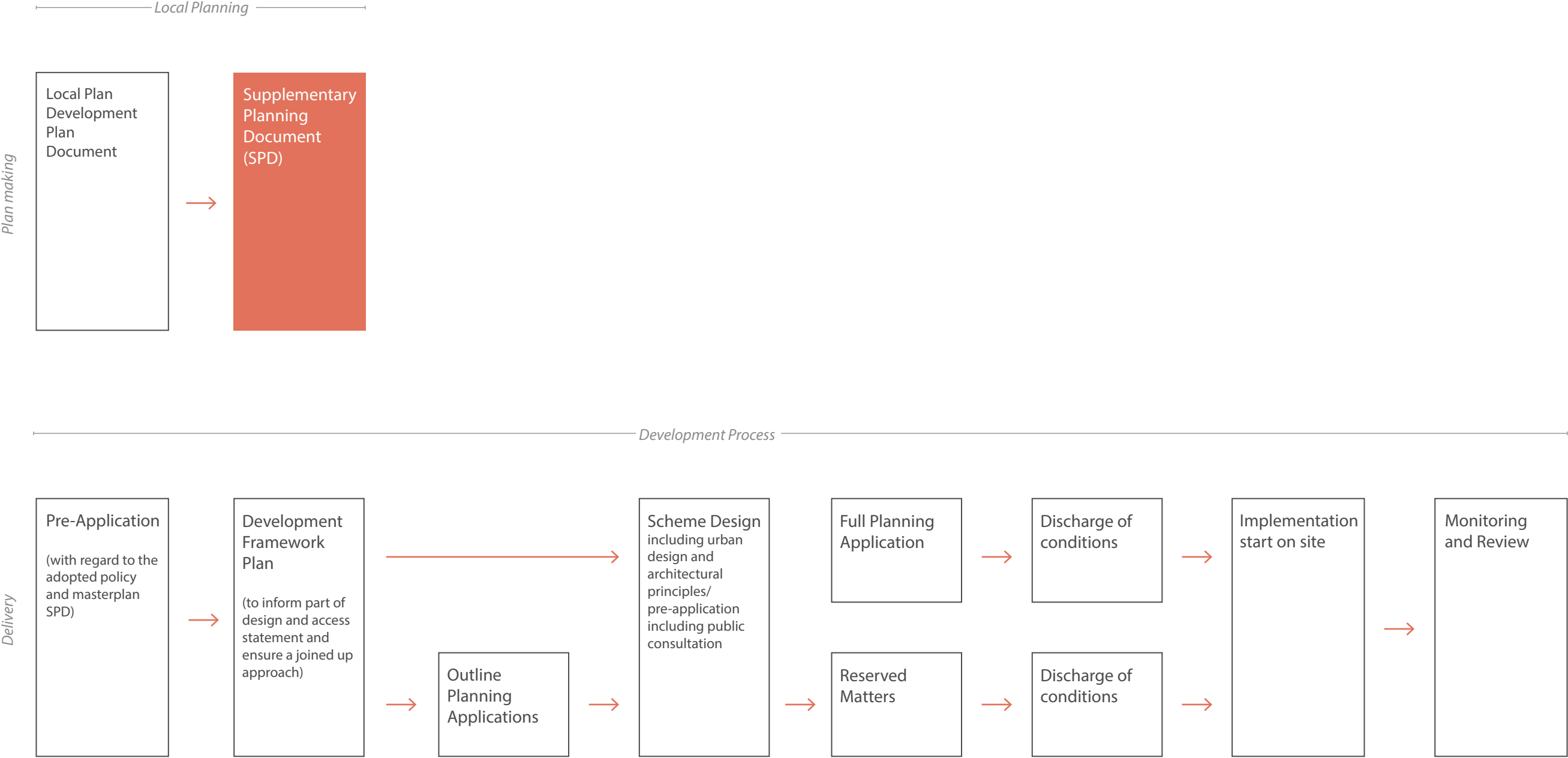
The masterplan document bridges the gap between the aspirations of planning policies for the site as set out in the Development Plan and the implementation of development in order to ensure a high quality of design and a successful place. The masterplan also acts to plan for development in a comprehensive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

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

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

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

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



Plan Making and Development Process

1.2 Planning Policy Context

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

The Allocations and Infrastructure Development Plan Document adopted in 2011 allocates 74.8ha of land to the north west of Cullompton for a mixed-use development including 1 100 dwellings and 40,000 sqm of employment floorspace. Policies AL/CU/1 to AL/CU/7 are relevant and set out the requirements for the development. The preparation of this masterplan SPD is required by policies AL/CU/1 and AL/CU/7.

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

In summary, the policies require:

- a. 1 100 dwellings with 35% affordable housing (subject to viability) to include at least 5 pitches for gypsies and travellers;
- b. 40000 square metres of B1 or other suitable employment floorspace;
- c. Transport provision to ensure appropriate accessibility for all modes;
- d. Environmental protection and enhancement;
- e. Community facilities to meet local needs arising;
- f. Carbon reduction and air quality improvements;
- g. An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development;
- h. A public masterplanning exercise to be undertaken before any planning application is made.

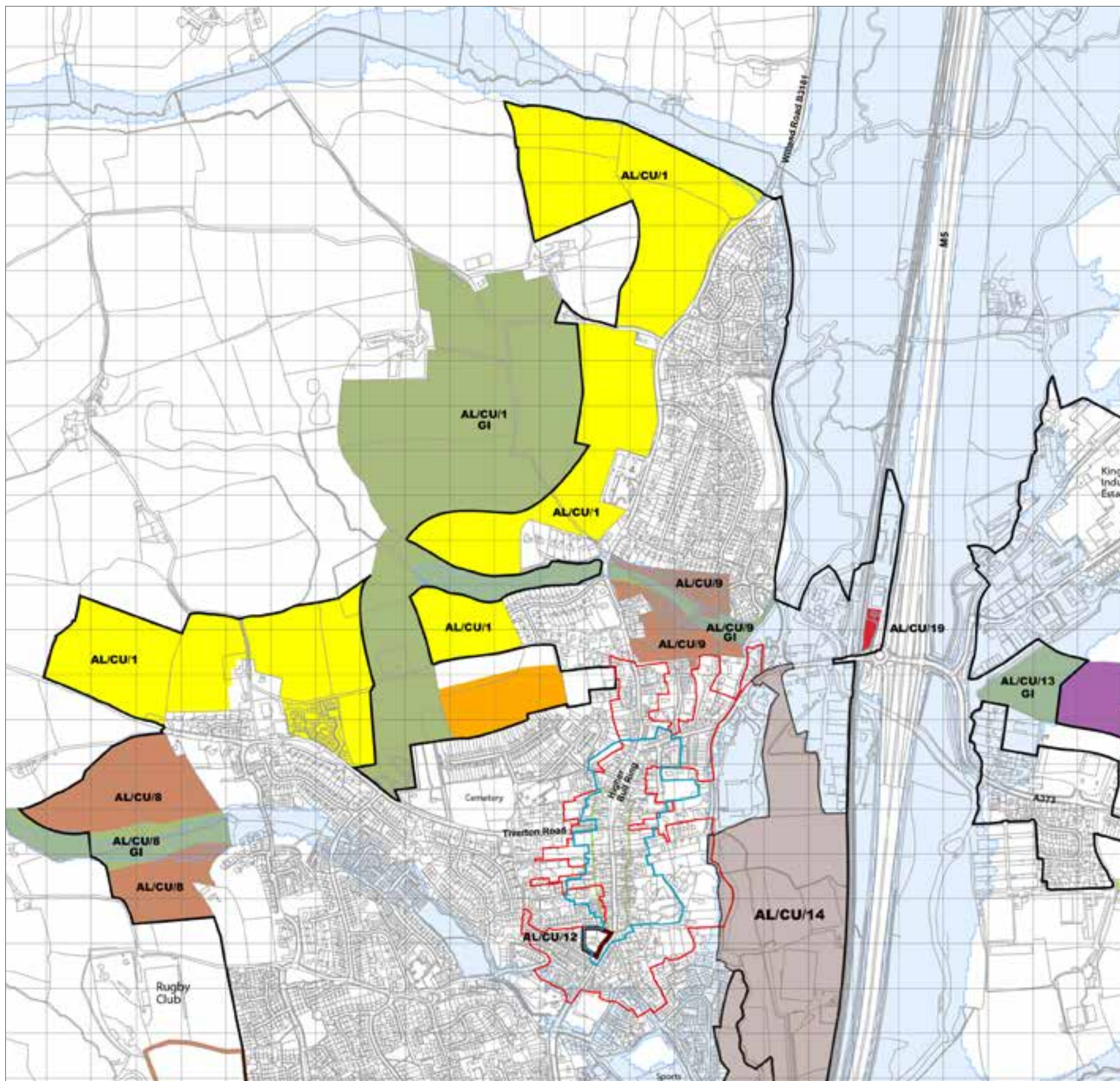
Policies within the Allocations and Infrastructure Development Plan Document also include a range of spatial requirements for this site to deliver:

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

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

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

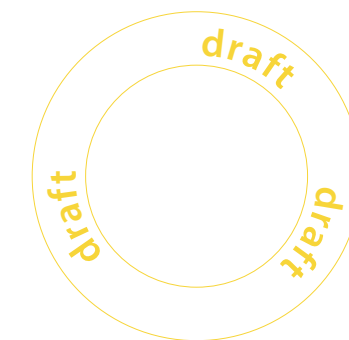
Other policies for the urban extension require measures to reduce carbon and emissions associated with development of the site and a phasing strategy to ensure development and infrastructure are delivered in step in order to reduce the impacts of the development. The policy recognises the need to ensure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



Key

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

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



1.3 The Supplementary Planning Document

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

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

1) Developable area and quantum of development

It is apparent that due to site constraints, the amount of development identified for the site will be difficult to achieve within the allocated area unless there is a radical reassessment of the boundaries between the areas for development and Green Infrastructure. Within the allocated area for the development scheme, the promoters estimate approximately 700 houses can be accommodated. The scheme will need to finance a range of infrastructure including a road linking Tiverton Road and Willand Road, off site highway works, a new primary school, community facilities including a new community building and public open space. There is concern over the ability of this number of houses to deliver the required level of infrastructure whilst still remaining viable. As such the masterplan seeks to redraw the boundary between the development area and green infrastructure and identifies 1100 number of dwellings and a redistribution of green infrastructure that still achieves 32ha. This still meets the policy requirement of 28 ha for green infrastructure.

2) Location and amount of employment land

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

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

3) Link Road provision and highway works

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

4) Location of sports pitches

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

meet local demand.

5) Location of the primary school

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

6) Location of gypsy and traveller pitches

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

7) Phasing of development

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

SPD Preparation and Adoption Process



1.4 Consultation

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

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

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

First Round Public Consultation

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

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

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

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

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

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

Stakeholder Workshop

Key stakeholders were consulted during the process of producing the SPD. A stakeholder workshop was held on the 2014 at Tiverton Town Hall, attended by ... delegates. Attendees included representatives from:

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

First Round Public Consultation

4 weeks



SEPTEMBER - OCTOBER
2014

Stakeholder Workshop

NOVEMBER
2014

Second Round Public Consultation

6 weeks



AUGUST - SEPTEMBER
2015



First Stage Public Consultation



First Stage Public Consultation



Site Visit with Cabinet Members



Stakeholder Workshop



Stakeholder Workshop

1.5 First Round Public Consultation Feedback

Written representation and feedback from the Public

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

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

Response to comments

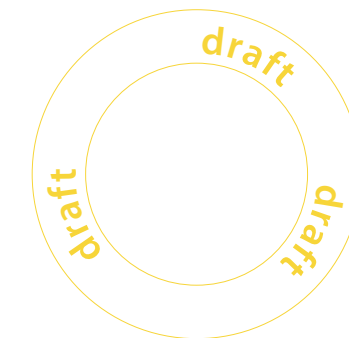
Question: Enhance natural/environmental features of the site and its surroundings. Are there existing environmental features you would particularly like to be protected or enhanced?

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

Question: Where should the new primary school be located?

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

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

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

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

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

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

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

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

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

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

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

Question: Gypsy and Traveller Pitches

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

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

1.6 Stakeholder Workshop Feedback

1. Transport and Access

You said: Sports facilities need appropriate parking/route planning

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

You said: Road capacity for agricultural vehicles

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

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

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

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

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

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

You said: Access to St Georges Well

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

2. Green Infrastructure, ecology, flooding and drainage

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

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

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

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

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

We did: See GI strategy (chapter 4.5).

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

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

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

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

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

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

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

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

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

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

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

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

You said: Playing fields in close proximity to school

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

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

3. Built environment, character and placemaking

You said: Early delivery of the school

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

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

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

You said: Show density more clearly

We did: Density plan shown in chapter 4.3.

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

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

You said: Character zones – density – not shown

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

You said: More than 1 corner shop

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

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

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

4. Vision

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

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

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

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

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

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

5. General Comments

You said: Integrity of scheduled ancient monument

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

1.7 Design Process

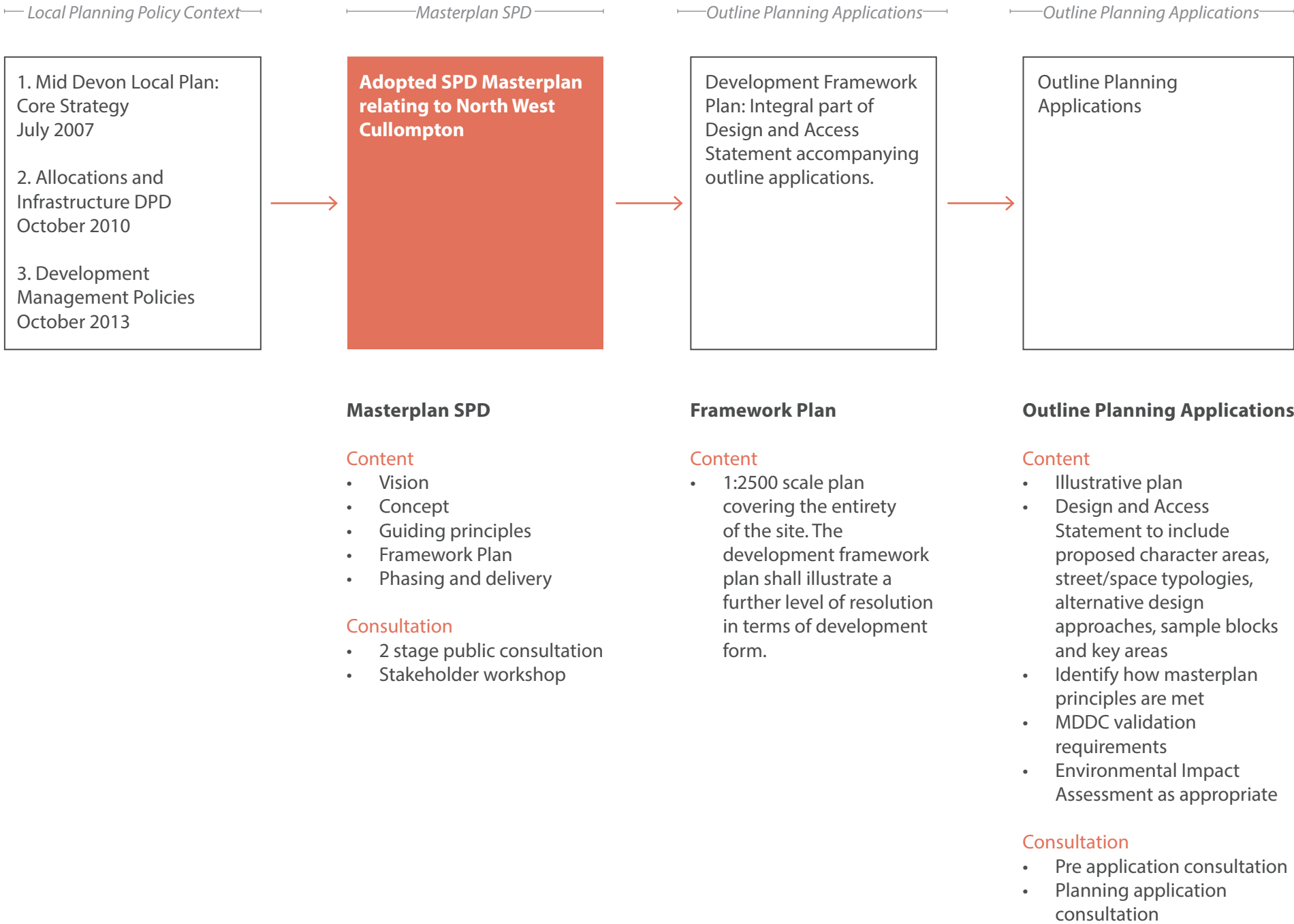
A clear design process that ensures continuity, a comprehensive approach to design, and a focus upon quality, is an important pre requisite of ensuring that a successful neighbourhood is designed and built. This will require attention and flexibility throughout the period of delivery.

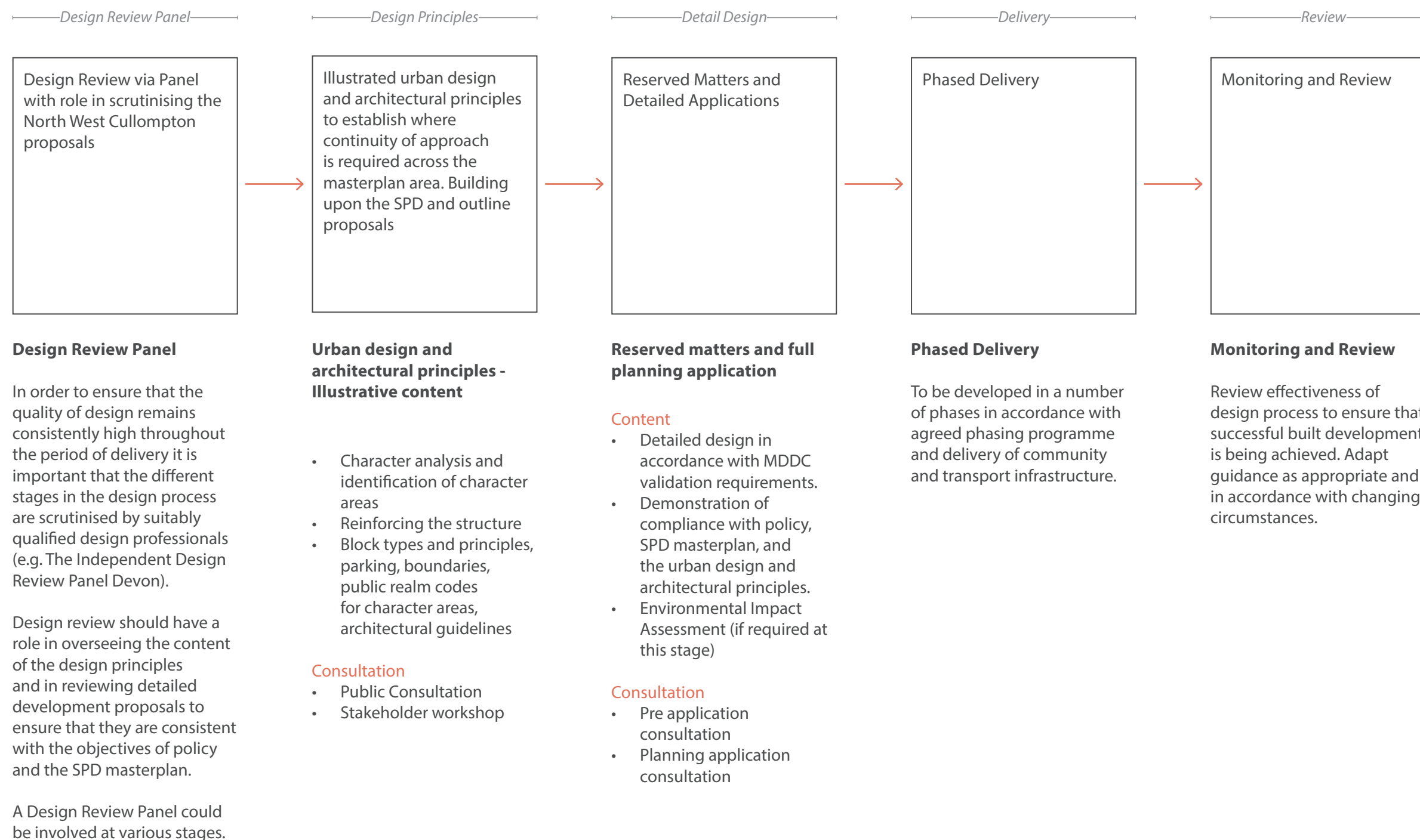
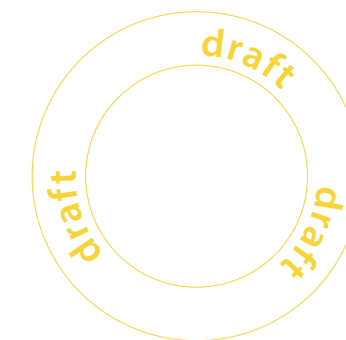
The design process outlined here proposes an approach for achieving these objectives and therefore a better foundation for securing a successful new place.

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

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

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





Setting the Scene





Setting the Scene

2.0 About the Site

2.1 The Site and its Location

Connections, Access and Movement

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

For full existing connectivity mapping see chapter 6.3.

The Town

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

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

Location of the Site

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

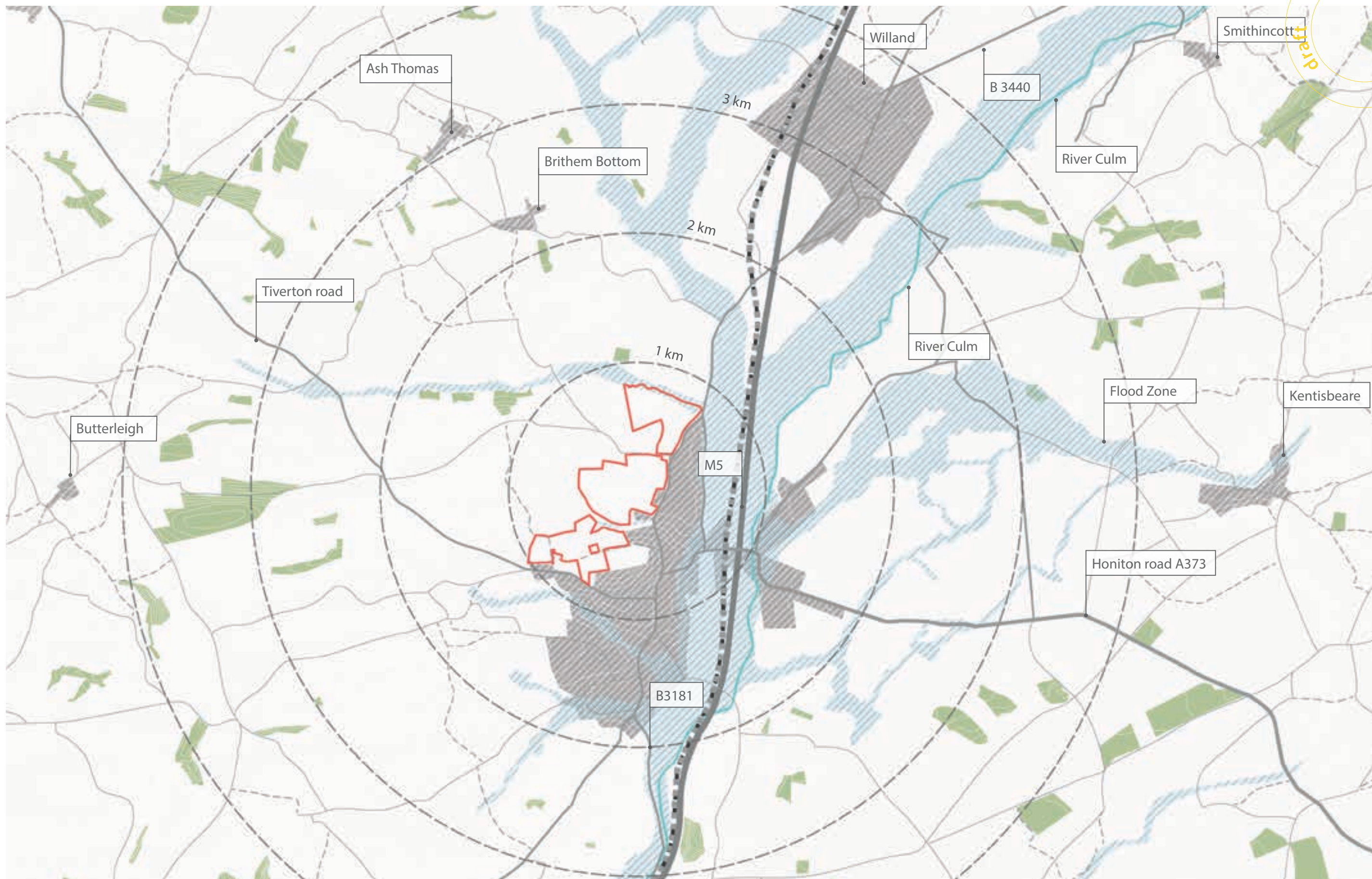
Topography

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

See chapter 6.6 for more details.



Proximity to Surrounding Settlements



Location Plan



2.2 Land Control

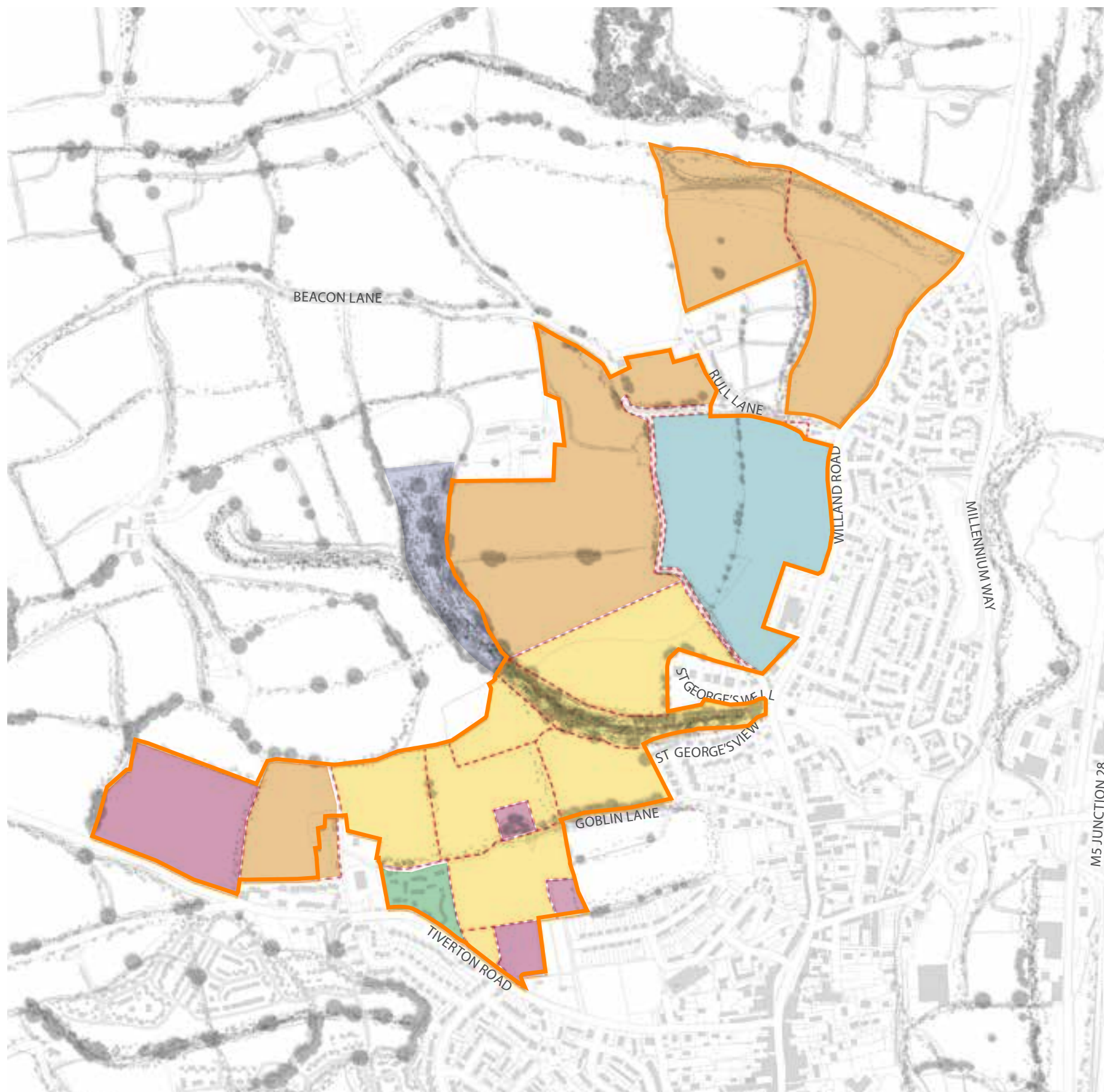
At the time of writing the site is split between a number of land ownerships. The land is also split between three land promoters: PM Asset Management, Codex Land, and Persimmon Homes.

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

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

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

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

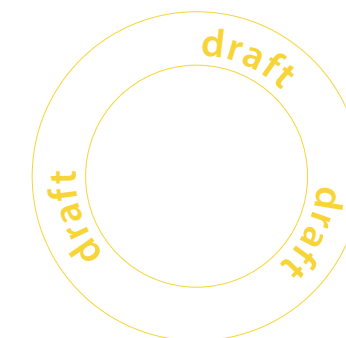


Key

- Site Allocation
- - - Land Ownership Boundaries

Land Control

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



Ownership and Land Control Plan



2.3 Site Constraints & Opportunities

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

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

Topography

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

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

See chapter 6.6 for the existing topography and gradients.

Hydrology

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

See chapter 6.8 for a hydrology constraints drawing.

Connectivity and Movement

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

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

See chapter 6.2 and 6.3 for the existing connectivity.

Ecology

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

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

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

Heritage

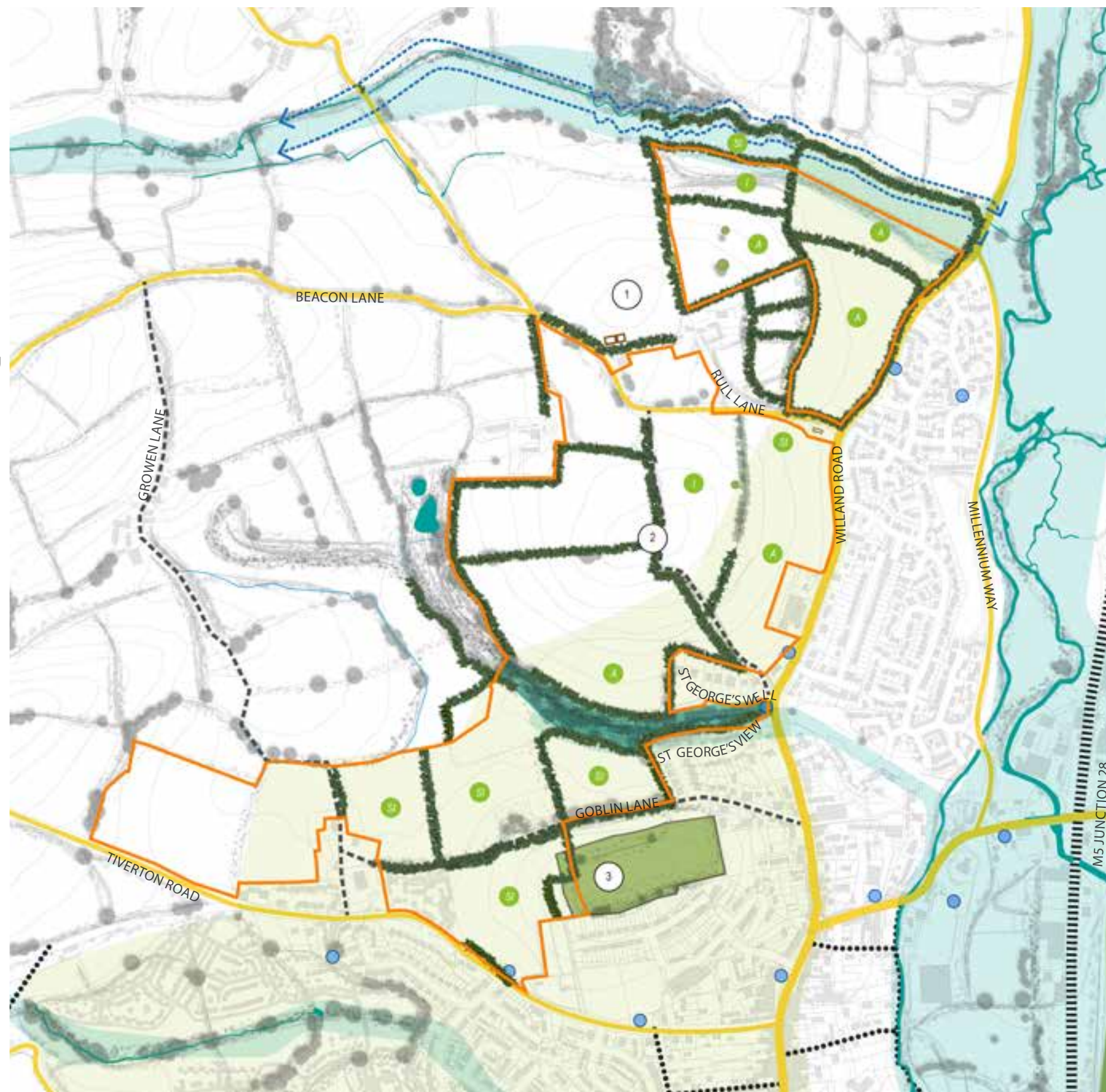
Heritage interests in the area include the Ancient Monument site to the south on St Andrew’s Hill and Listed Buildings in the vicinity of the site. The setting of these will need to be taken into consideration.

Development Area

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

Opportunities

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



Key

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

Constraints Plan

Achieving a Quality Place





Achieving a Quality Place

3.0 Development, Vision and Concept

3.1 The Vision

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

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

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

Page 64 The parks have community allotments, orchards and places for incidental play. Well connected foot and cycle paths connect town and country, maximising views to the surrounding countryside from the hilltop parks.

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



Precedent Images Capturing the Vision

3.2 Development Concept

The Hilltop Concept

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

Development Concept

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

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

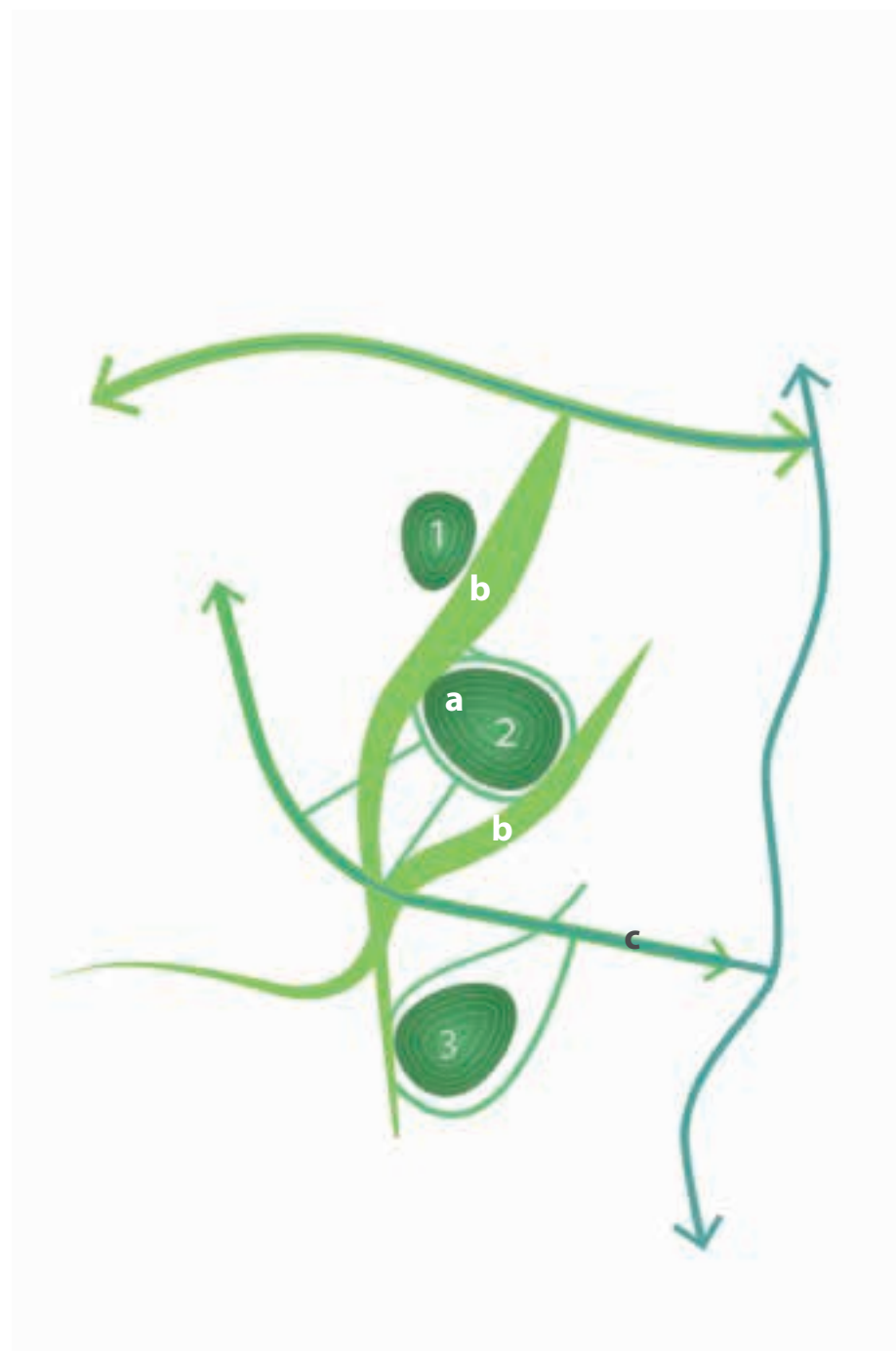
A mixed use neighbourhood centre – At the centre of the southern area, well connected and easily accessible by existing and new residents. The neighbourhoods centre will have a public space focused on the proposed link road with uses that could include shops a care home, bus stop and dedicated pedestrian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

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

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

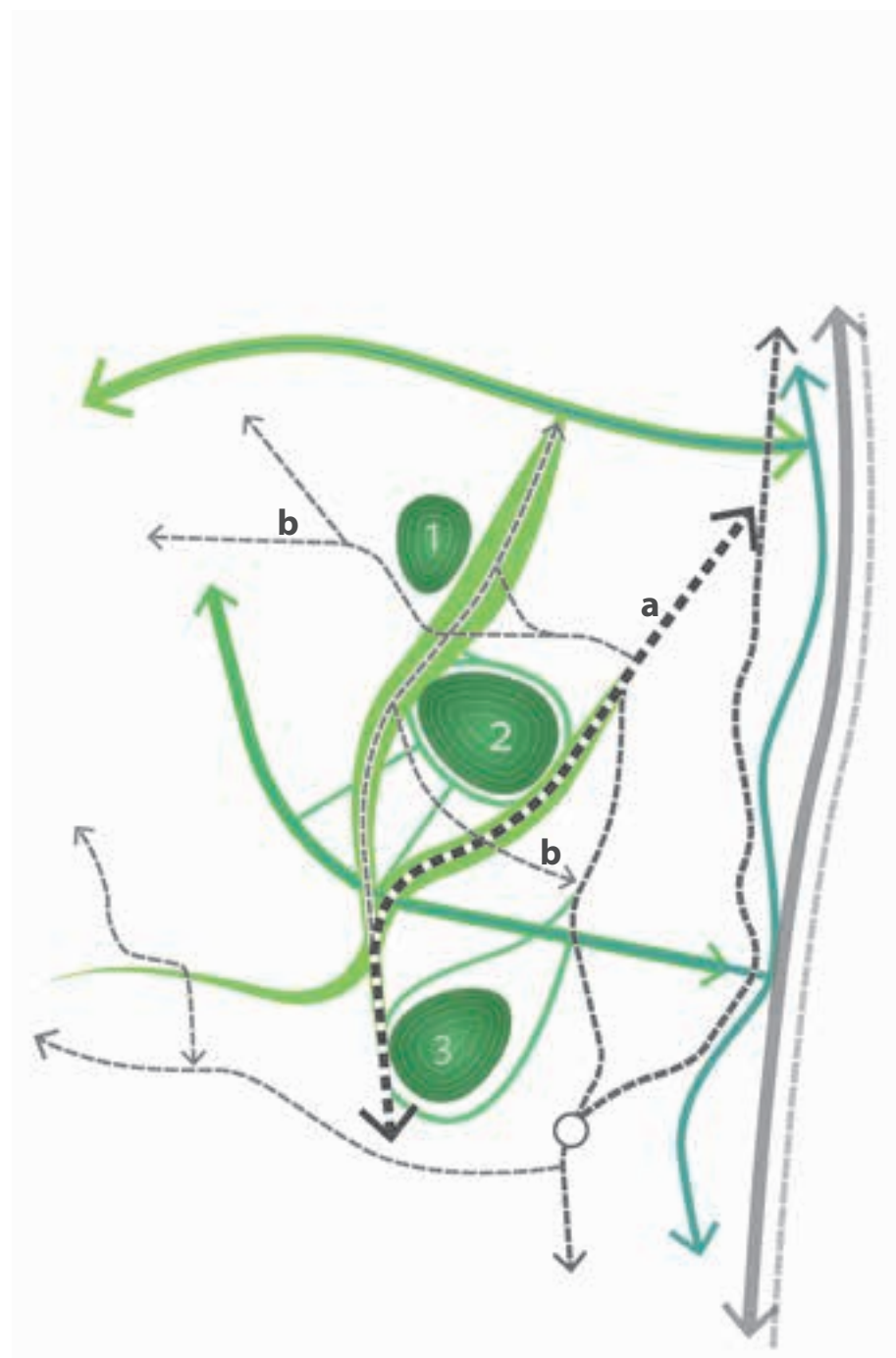
Public open space – Public open space links all the various parts of the neighbourhood together and provide a visual and public amenity promoting sustainable transport within the area and a active and healthy life style. Sporting facilities, community uses, allotments, orchards, play spaces and public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

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



1. Three Hilltops and Green Infrastructure

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



2. Access and Permeability

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



3. Development and Place Making

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

3.3 Guiding Principles

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

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

Guiding Principle A : Urban Design - Placemaking and Quality Design

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

Site context: integrating into the surrounding

A1 Connections

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

A2 Facilities and Services

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

A3 Public Transport

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

A4 Meeting Local Housing Requirements

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

community.

Creating a place

A5 Character

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

A6 Working with the Site and its Context

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

A7 Creating Well Defined Streets and Spaces

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

A8 Easy to Find your Way Around

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

Street & Home

A9 Streets for All

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

A10 Car Parking

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

A11 Public and Private Spaces

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

A12 External Storage and Amenity Space

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

Safer Places

A13 Access and Movement

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

A14 Natural Surveillance

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

A15 Ownership

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

A16 Physical Protection

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

A17 Activity

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

A18 Management and Maintenance

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

A19 Structure

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

Guiding Principle B: Movement and Transport

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

B1 Sustainable Travel

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

B2 Walkable Neighbourhood

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

B3 Street Hierarchy

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

B4 Linking to Existing Areas

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

B5 Pedestrian Routes

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

B6 Cycle Routes

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

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

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

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

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

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

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

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

- Provision of a network of streets linking to the existing highway network, including a through route suitable for buses linking Tiverton Road to Willand Road;*
- 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;*
- Provision of a shared use path between Cullompton and Willand along the route of the B3181;*
- Creation of footway and a shared use link along Millennium Way to allow access to retail and industrial estates;**
- Implementation of Travel Plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts.*
- Bus service enhancements within, into and out of, the mixed use urban extension;*
- Bus service enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton.*

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

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

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

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

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



Photo looking down the High Street in Cullompton

3.3 Guiding Principles

Guiding Principle C: Landscape, Open Space and Recreation

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

C1 Existing Character

The structure of the development should be shaped around the existing character and features of the landscape, reinforcing the qualities of the neighbourhood.

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.

C4 Multifunctional Green Infrastructure

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

C5 Management

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

For existing green space conditions see chapter 6.7.

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

Policies relevant to Green Infrastructure that the masterplan adheres to:

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

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

d. Environmental protection and enhancement.

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

- a. Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;
- b. An area of 28 hectares for strategic Green Infrastructure, laid out and managed with an appropriate mix of public parkland, open space, landscaping and potential local nature reserve and including an extension to the cemetery;
- c. Areas of equipped and laid out public open space, totalling 0.7 hectares of equipped children’s play, 2.8 hectares of sports pitches and 0.7 hectares of allotments;
- d. Protection and enhancement where possible of all existing Public Rights of Way;
- e. Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;
- f. A strategic landscaping and tree planting scheme to mitigate landscape impact, enhance biodiversity and the character of development and capture carbon;
- g. Detailed archaeological investigation and measures to record, and where necessary, protect the archaeological interest of the site through appropriate design, layout and mitigation;
- h. Design solutions which respect the settings of Listed Buildings within and adjoining the site.



Guiding Principle D: Socially Equitable

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

D1 Employment and Community Uses

In the new neighbourhood there should be access for all to employment and community uses. A 1 hectare site will be provided for community uses and employment floorspace will be provided on site.

D2 Primary School

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

D3 Health

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

D4 Usable Green Infrastructure

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

D5 Housing Mix

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

D6 Integrating with Existing Communities

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

For existing facilities and amenities see chapter 6.4.

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

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

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

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

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

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

* the percentage of affordable housing is subject to viability



3.3 Guiding Principles

Guiding Principle E: Economy and Employment

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

E1 Visibility and connections

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

E2 Facilities and services

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

E3 Public transport

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

E4 Meeting local employment requirements

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

E5 Character

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

E6 Working with the site and its context

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

E7 Car parking and servicing

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

E8 Creating well defined streets and spaces

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

E9 Legibility

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

E10 Streets for all

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

E11 Public and private spaces

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

E12 External storage and amenity space

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

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

Policies relevant to Employment that the masterplan adheres to:

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

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

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

Guiding Principle F: Energy, Resource Efficiency and Air Quality

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

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

F1 Maximising Solar Access

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

F2 Renewable Energy

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

F3 Solar Control

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

F4 Fabric Efficiency

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

F5 Energy Efficiency Controls

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

F6 Water Management

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

F7 Water Harvesting

Water harvesting and reuse opportunities should be incorporated where possible.

F8 Drainage

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

F9 Minimising CO₂ 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.

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

Policies relevant to Environmental Issues that the masterplan adheres to:

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

f. Carbon reduction and air quality improvements;

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

- a. Renewable and low carbon energy generation to provide a significant proportion of the sites energy use;*
- b. Measures to ensure that residents, employees and businesses are encouraged to travel in the most sustainable fashion, including Travel Plans, information, car clubs, lift sharing and infrastructure for low emission vehicles;*
- c. Measures to encourage the sustainable treatment of waste;*
- d. Measures to manage the impacts of construction.*
- e. Off-site tree planting;**
- f. Energy improvements to existing buildings;*
- g. Other measures to capture or mitigate carbon emissions and air quality impacts from development.*

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

Guiding Principle G: Character

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

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

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

Achieving a Quality Place





Achieving a Quality Place

4.0 Creating the Structure

4.1 Masterplan

Masterplan

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

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

Terms of the masterplan

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

A sustainable settlement

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

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

Community Facilities

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

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

The school, community building and nursery/crèche, and playing pitches would be located in a second focus point, along the proposed link road. In this location it will provide good links to the countryside, and to the existing health-centre along Willand Road. It will also be located closely with main areas of public open space.

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



Framework Plan

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

Urban interventions

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

Landscape interventions

- 16 Attenuation ponds on and off site
- 17 Pedestrian and cycle connections throughout the site
- 18 Green Infrastructure (GI)
- 19 Green Links to the hilltops
- 20 Sports and recreation areas
- 21 Children's play areas
- 22 Community Orchard
- 23 Community Allotments
- 24 Hilltop Parks
- 25 Access onto St Andrews Hill
- 26 Access to Allotments



4.1 Masterplan

Walkable neighbourhood

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

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

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

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

A hierarchy of streets

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

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

Changes in density

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

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

The hilltops

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

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

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

Making the Most of Local Features

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

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

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

Local employment

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

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

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

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

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

4.2 Amount and Land Use (Land Budget)

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

Residential

A mix of housing types and tenures including affordable housing at a variety of densities, associated community infrastructure, a minimum of five gypsy and traveller pitches will also need to be located within the site as part of the overall affordable housing provision. An appropriate proportion of affordable housing is to be agreed with the Local Planning Authority, subject to viability testing (the policy target is 35%). Whilst the average residential density is calculated at 36dph (giving circa 1100 units), housing will be developed at different densities across the area in response to site circumstances. The number of houses should be considered as a target that may be less subject to a more detailed understanding of constraints. The 1100 houses are over and above the 49 dwellings provided at Olympian Way.

Employment

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

Local centre

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

Primary school and community building

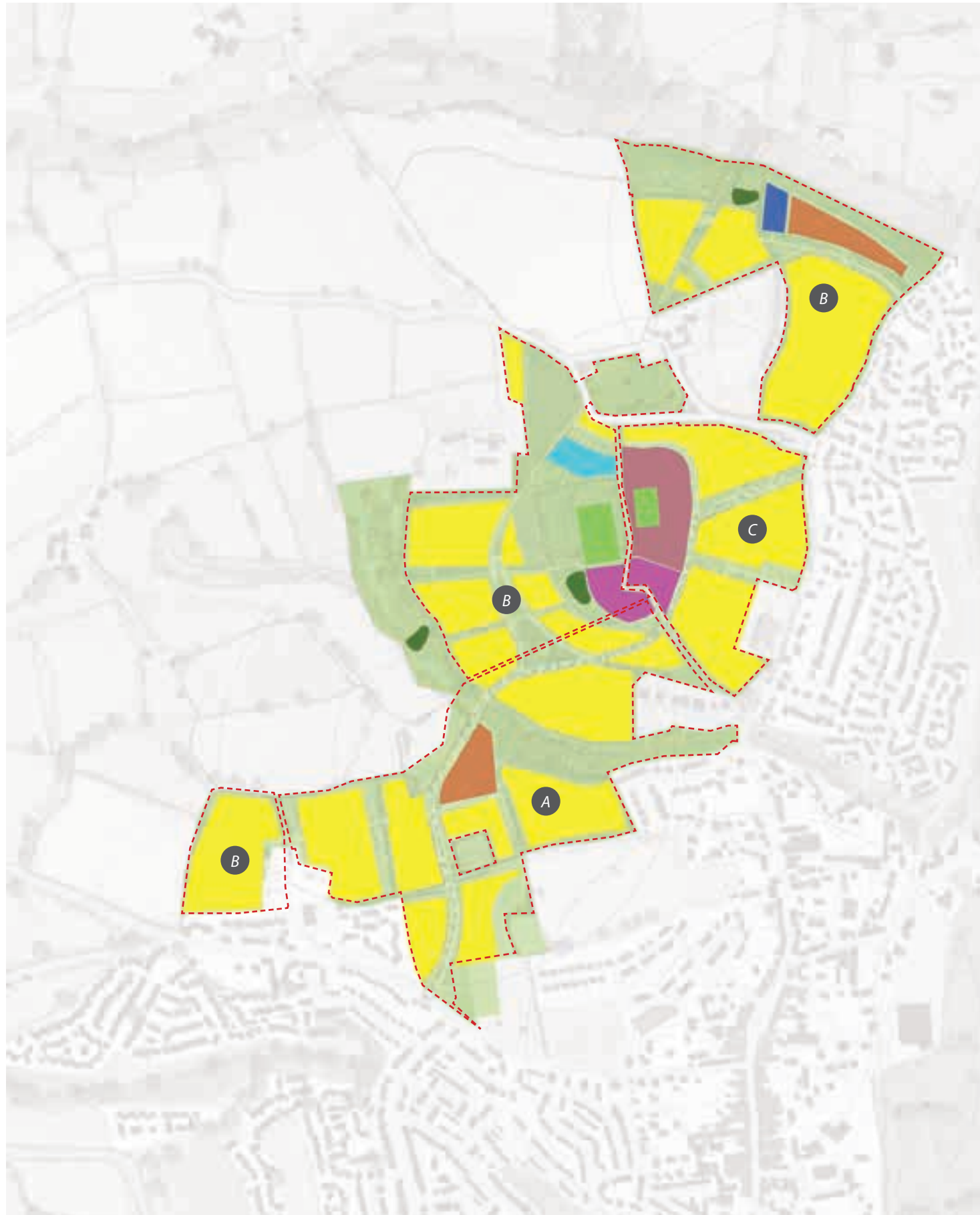
Primary school site of 2.1ha and mixed use community building. Uses / facilities within the community building could include a community hall, meeting rooms and a nursery/crèche. Recreation and play facilities will also be expected within the area.

Green infrastructure

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

		land in the control of		
	TOTAL (ha)	PMAM	Codex	Persimmon
Gross Area (hectares)	70.33	24.10	35.26	10.97
Residential (net developable area in hectares)	30.56	11.33	14.22	5.00
Total houses circa @36dph	1100	408	512	180
Employment including Local Centre (hectares) (policy target amended from 40,000sqm to 10,000sqm)	1.8	0.85ha (4000sqm floor space)	0.95ha (6000sqm floor space)	0
Community Centre (hectares) (policy target 1ha)	1	0	0.6	0.4
Primary School (hectares) (policy target 2.1ha)	2.1	0	0	2.1
Gypsy and Traveller Sites (hectares) (policy target at least 5 pitches)	0.46	0	0.46	0
Total Developable Net Area (hectares)	35.46			
Green Infrastructure (hectares) (policy target 28ha)	31.40	10.44	18.09	2.88
Allotments (hectares) (policy target 0.7ha)	0.7	0	0.7	0
Equipped Areas of Play (hectares) (policy target 0.7ha)	0.7	0	0.7	0
Sports Pitches (no.) (policy target 2.8ha)	2	0	2	0
Link Road Infrastructure (hectares)	2.07	1.48	0	0.59
Total Non Developable Area (hectares)	34.87			

Land Budget Table



Land Use

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

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 (1100 houses) should be considered as a target that may be less subject to a more detailed understanding of constraints.

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

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

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

Local Centre

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



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

Densities Plan

4.4 Movement

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

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

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

Strategic transport proposals

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

This work has identified the need for:

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

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

Tiverton Road and Willand Road

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

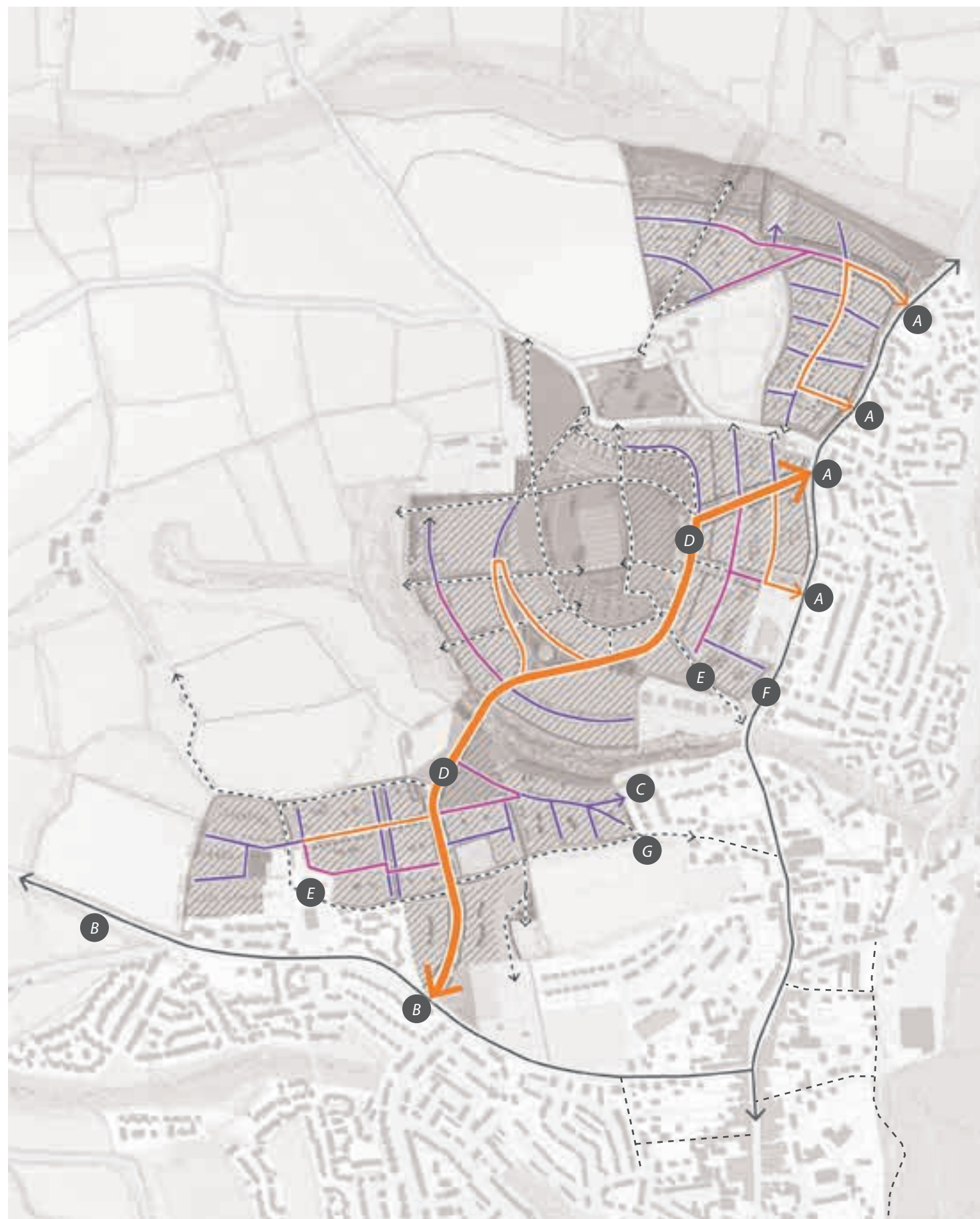
Local connections

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

- Enhancement and traffic calming along Willand Road to discourage through traffic from using a route through the town centre.
- Retention and upgrading of Goblin Lane as pedestrian and cycle access throughout the development.
- Temporary construction access from St George’s View to be closed to vehicular traffic upon opening of the new link road. Pedestrian and cycle link could be retained.

Policy

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



Movement

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

4.5 Landscape and Open Space

Green Infrastructure

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

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

The allocation boundaries can be seen in chapter 6.1.

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

Strategic planting

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

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

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

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



Green Infrastructure

- 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
- 1** Access onto St Andrews Hill
- 2** Access to existing allotments

4.5 Landscape and Open Space

A. Hilltop Park

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

B. Green Links to Hilltops

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

C. Enhanced Biodiversity

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

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

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

E. Pedestrian and Cycle Connections

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

F. Wetland areas

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

G. Woodland areas

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

H. Retained Hedgerows and Veteran Trees

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

I. Areas for informal recreation

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

J. Community Allotments

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

K. Community Orchards

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

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

Instead of distributing numerous play spaces throughout the neighbourhood the feedback we had from the local community was the desire for one meaningful centralised play space. Located in the Hilltop park next to the school, community building and sports pitch the play space will offer a variety of play equipment for different age groups. Well connected by foot and cycle paths this play space will form a valuable commodity to the surrounding neighbourhood.

M. New sports pitches

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



A. Hilltop Park



D. Attenuation ponds and other SUDS area



E. Pedestrian and Cycle Connections



F. Wetland areas



G. Woodland areas



I. Areas for informal recreation



J. Community Allotments



L. Formal and informal play areas



M. New sports pitches

4.6 Drainage Strategy

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

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

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

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

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

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

Glossary of terms:

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

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

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



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

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

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

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



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

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 1.7 should use these character area principles as a starting point for more detailed guidance together with developing a clearer understanding of local building traditions and characteristics of the surroundings of the

site and Cullompton itself.

Link Road

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

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

Local Centre

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

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

With a combination of town houses and apartments, the residential density here would be in the region of 40 - 50dph. The local centre would

also be a hub for bus services moving along the link road and into the town centre.

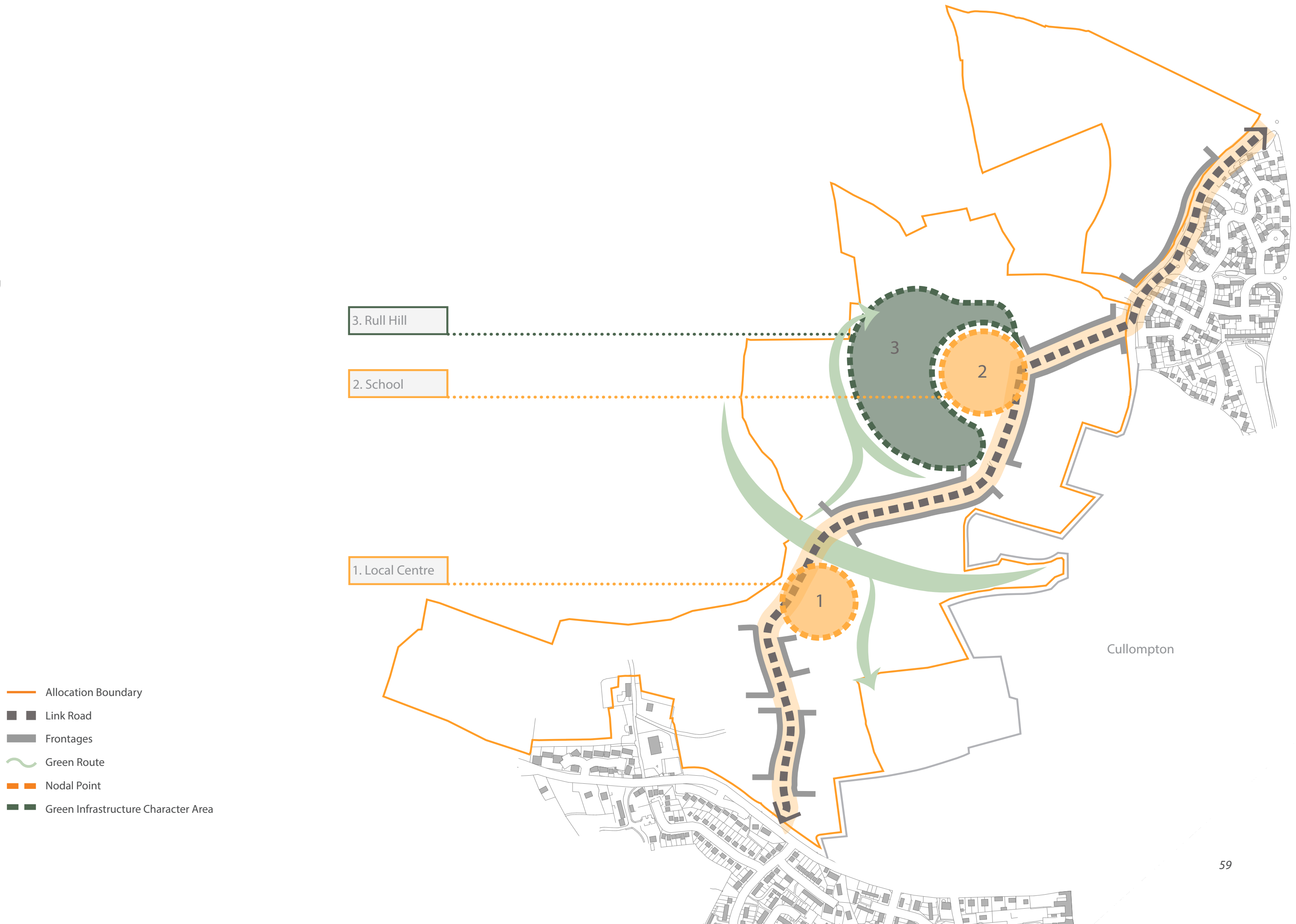
School and Community Centre

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

Rull Hill

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

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



Achieving a Quality Place





Achieving a Quality Place

5.0 Delivering the Place

5.1 Infrastructure Planning and Delivery

Approach to infrastructure planning and delivery

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

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

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

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

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

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

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

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

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

Policies relevant to phasing:

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

Development shall be subject to the following:

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

See table on page 73 for proposed trigger points

5.2 Housing Delivery

Assumptions around the rate of housing delivery

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

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

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

Assumptions on housing mix and population profile

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

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

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

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

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

5.3 Phasing

Approach to development phasing

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

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

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

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

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

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

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

Phasing

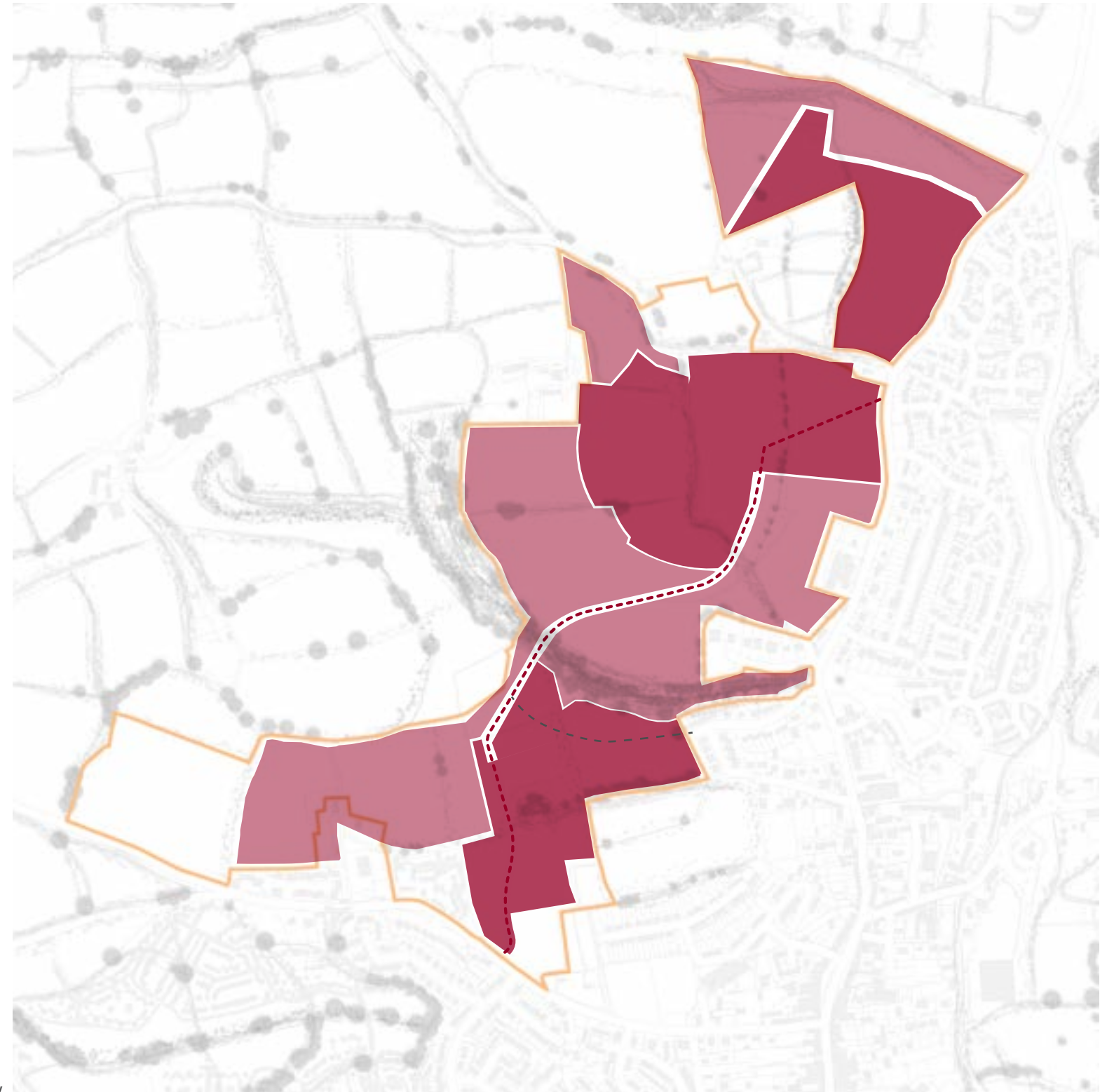
Phase 1:

- 500 houses
- Link Road - whole length
- Temporary vehicular access from St George's View (to be closed to vehicular traffic once the link road is connected through)
- Serviced and accessible land for primary school (2.1ha). Start of construction
- Serviced and accessible land for community building (1ha)
- Rull Hill - hilltop green infrastructure including allotments and an equipped play area
- One sports pitch
- 5 gypsy and traveller pitches to be designated

Phase 2:

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

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



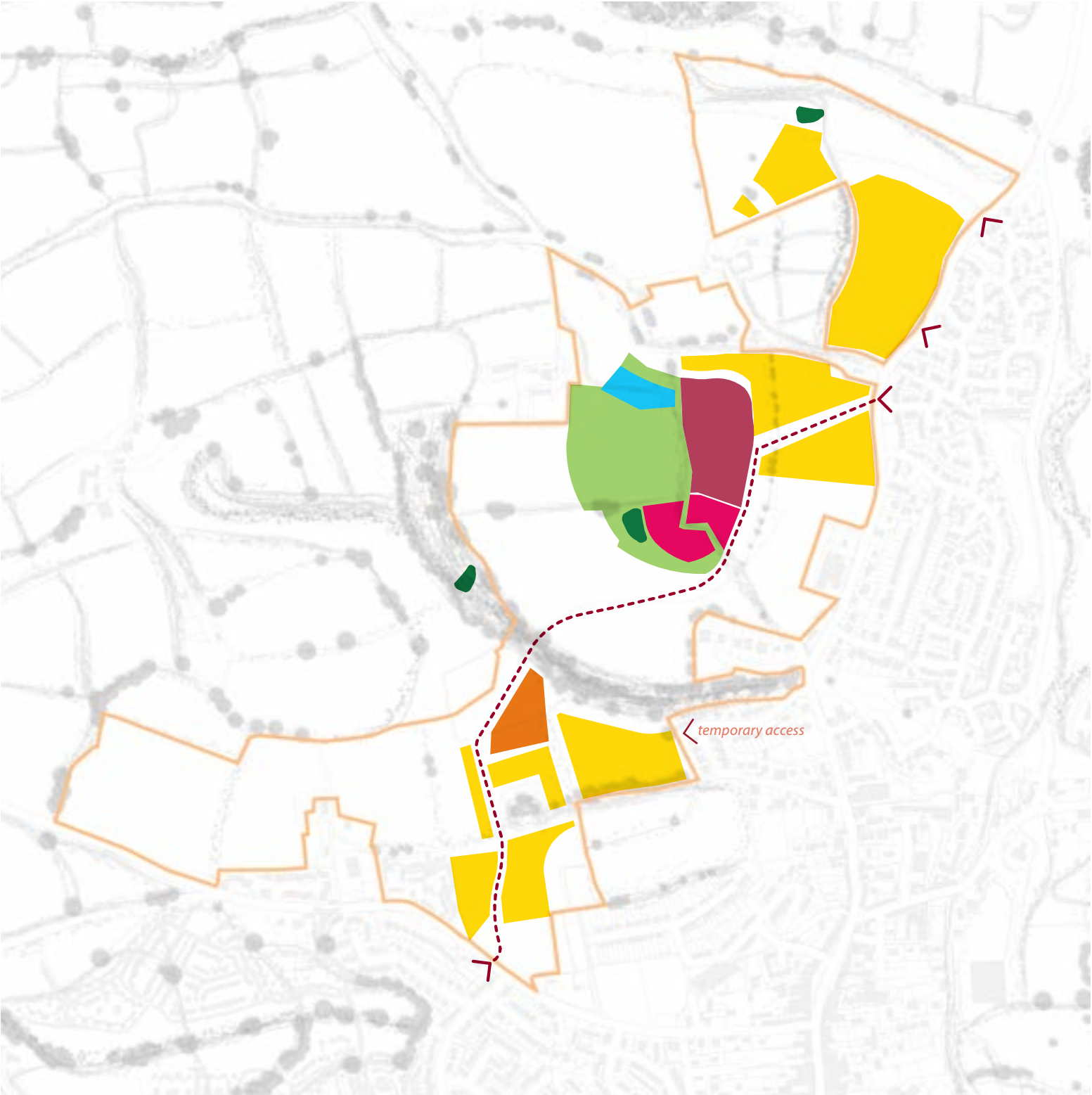
Phasing Areas

5.3 Phasing

Phase 1:

- 500 houses
- Link Road - whole length
- Temporary vehicular access from St George's View (to be closed to vehicular traffic once the link road is connected through)
- Serviced and accessible land for primary school (2.1ha). Start of construction
- Serviced and accessible land for community building (1ha)
- Rull Hill - hilltop green infrastructure including allotments and an equipped play area
- One sports pitch
- 5 gypsy and traveller pitches to be designated

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

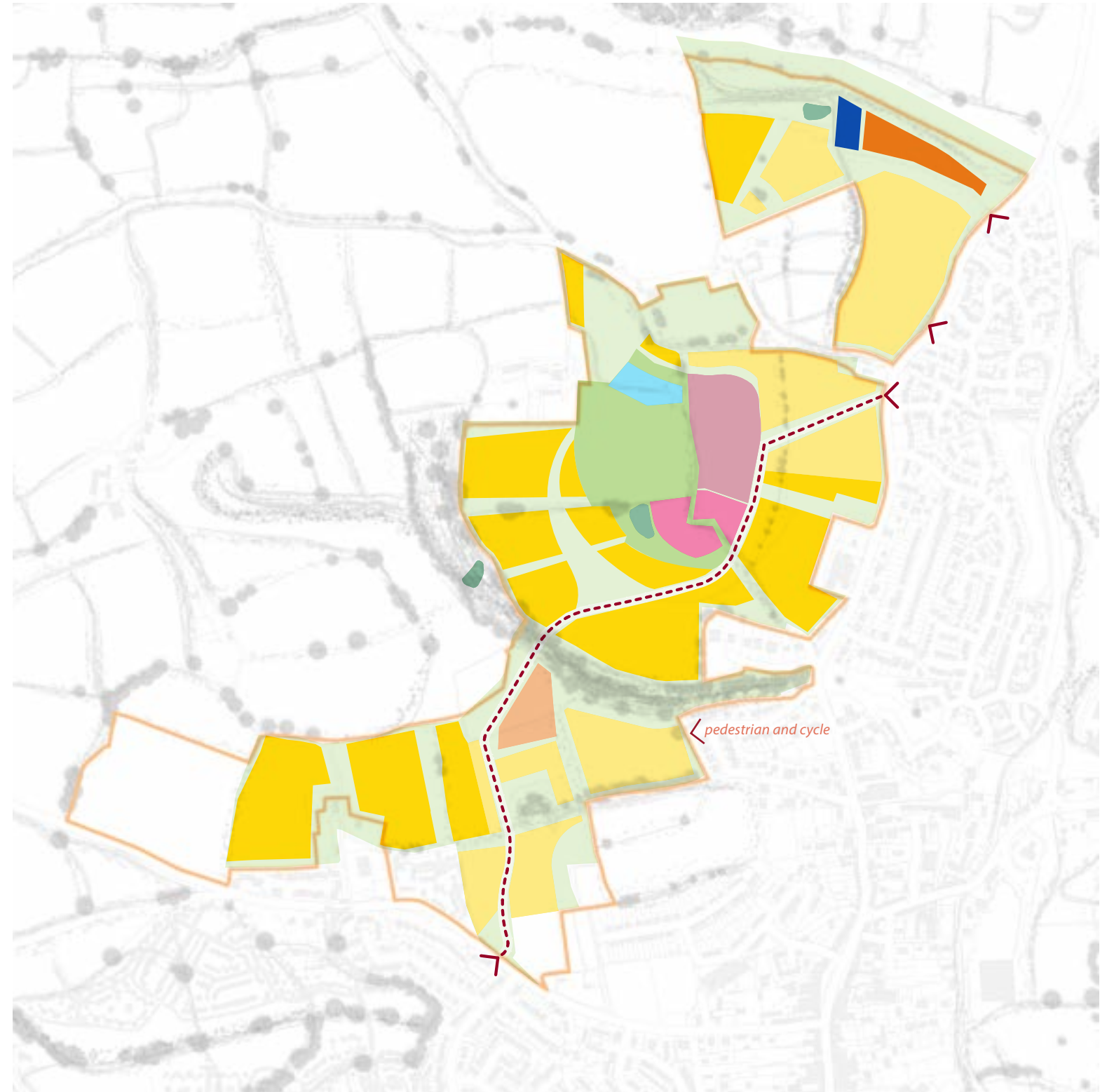


Phase 1

Phase 2:

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

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



Phase 2

5.4 Construction of Road Infrastructure

The proposed time frame for the completion of the link road is 2-3 years from the start of the development. The housing trajectory table on p.63 shows that by the end of year 2 up to 87 houses will have been built, with up to 162 houses completed by the close of Year 3. Although it should be noted that the completion of 162 houses does not necessarily mean the occupation of 162 houses.

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

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

This approach will deliver the road sooner than the existing policy trigger of 300 occupied dwellings. As illustrated by the housing trajectory table on p.63, 300 occupations will not occur until sometime during Year 4. This 1-2 years after the road would be delivered through the recommended trigger. Note the 49 housing completions on the Olympian Way development are not included in these calculations and are in addition.



Starting the Link Road

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

- Link Road
- Other Roads
- Pedestrian Routes



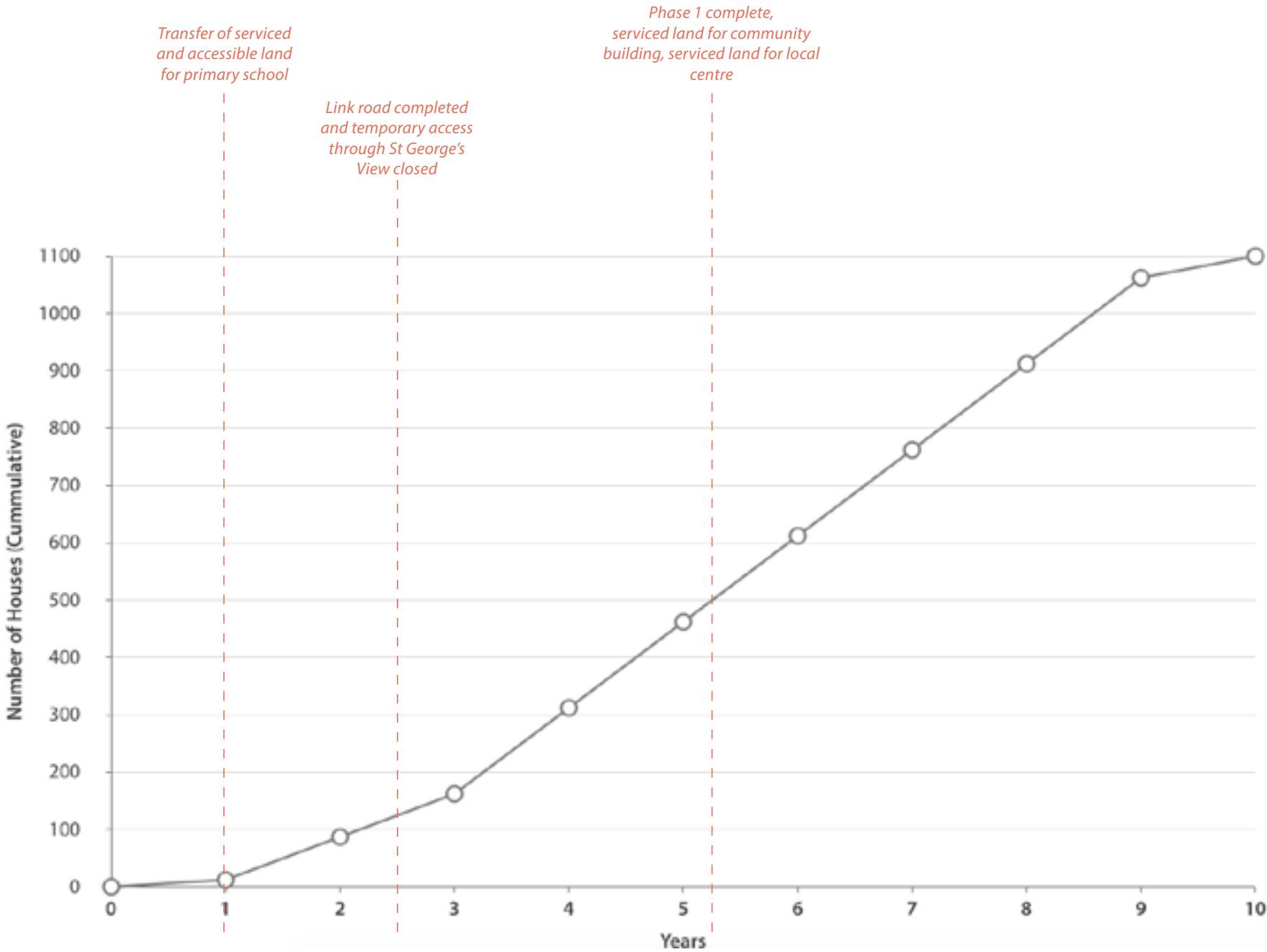
Completing the Link Road

5.5 Infrastructure Requirements

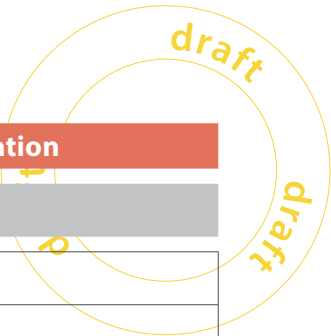
Infrastructure Required and Triggers for Delivery

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

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



Indicative Timeline



Key infrastructure required	Anticipated phase for delivery and trigger point where known	Lead delivery organisation
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
Traffic calming measures on Willand Road	Phase 1	Developer / DCC
Temporary access through St. George's View	At commencement of phase 1	Developer
Closure of temporary access through St. George's View (left open for pedestrians and cyclists)	Phase 1 - once link road connects through	Developer
Bus service enhancements - local buses	Phase 1 - prior to occupation of no more than 500 dwellings	Operator / Developer
Bus service enhancements - strategic buses	Phased with development	Operator / Developer
Footway and shared use link along Millennium Way (contributions to necessary and justifiable improvements to the Millennium Way and Willand Road to be agreed with the Local Authority)	Phased with development	Developer / DCC
Cycle and pedestrian routes through the development and GI area	Phased delivery from occupation of first dwelling	Developer
Cycle and pedestrian links to and from the town centre	Phased with development	Developer / DCC
Education Facilities and Community Building		
Transfer of serviced and accessible land for a primary school (2.1 hectares)	Phase 1 - prior to first occupation of first home on the development	Developer
Primary school building, playing pitch and early years facilities	Construction to commence in phase 1	DCC
Enhancements to secondary education provision	Phased delivery according to need as development comes forward	DCC
Transfer of serviced and accessible land for a community building (1 hectare)	By completion of phase 1	Developer
Community building	Serviced and accessible land to be transferred by completion of phase 1. Construction to commence at the beginning of phase 2.	Developer
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	By completion of phase 1, once link road is completed.	Developer
Green Infrastructure		
Rull Hill green infrastructure (7.4ha) including allotments (0.7ha) and one equipped play area (0.45ha) with necessary financial support and management	Phase 1 - Prior to occupation of no more than 500 dwellings.	Developer
One playing pitch (1.4ha) with necessary financial support and management	Phase 1 - Prior to occupation of no more than 500 dwellings.	Developer
Other green infrastructure including equipped play areas (0.7ha) and third playing pitch (0.7ha) with necessary financial support and management	Phase 2 - phased with development, and detailed within outline planning application.	Developer
Sustainable Urban Drainage Systems (SUDS)	Phased delivery as development comes forward	Developer
Gypsy and Traveller Site		
Serviced land for gypsy and traveller site (sufficient for at least 5 pitches)	5 pitches to be designated by end of Phase 1. Pitches to be provided at beginning of phase 2	Developer

* 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
Key Infrastructure Triggers Table

5.6 Monitoring and Review

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

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

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

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

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

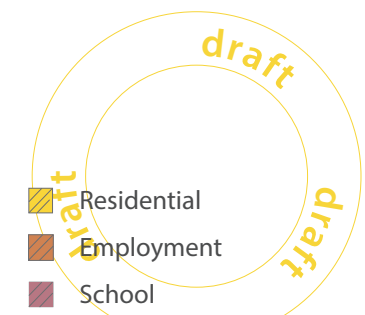
Note – The plan on page 75 is based on the draft submission Local Plan Review 2013 – 2022 allocation. Representations regarding the extent and location of the additional land have been received as a result of pre submission consultation. At the time of drafting this document the Local Planning Authority is still considering the content of these representations, some of which (including that by the land promoters) suggest that the allocated area should be enlarged further. The plan is therefore illustrative only and should not be seen as predetermining the outcome of the public examination into the emerging plan.



Option B Framework Plan

Key

- A M5
- B B 3181
- C High Street
- D St Andrew's Primary School
- E Goblin Lane
- F Willand Road
- G Rull Lane
- H St George's View
- I St Andrew's Estate
- J Cullompton Health Centre
- K River Culm



- Residential
- Employment
- School
- Gypsy and Traveller
- Open Space
- Attenuation pond
- Allocation boundary (development)
- Allocation boundary (GI)
- Residential (new allocation)

Urban interventions

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

Landscape interventions

- 15 Attenuation ponds
- 16 Pedestrian and cycle connections
- 17 Green Infrastructure (GI)
- 18 Green Links to the hilltops
- 19 Sports and recreation areas
- 20 Children's play areas
- 21 Community Orchard
- 22 Community Allotments
- 23 Hilltop Parks
- 24 Access onto St Andrews Hill
- 25 Access to Allotments



5.7 Requirements of Future Planning Applications

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

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

Information forming part of a planning application must meet standard national requirements. In addition the Council's local validation requirements must also be met. These are available here www.middevon.gov.uk/CHttpHandler.ashx?id=20196&p=0 . 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.

4. Traffic & Transport

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

5. Environmental Impact

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

Appendix A





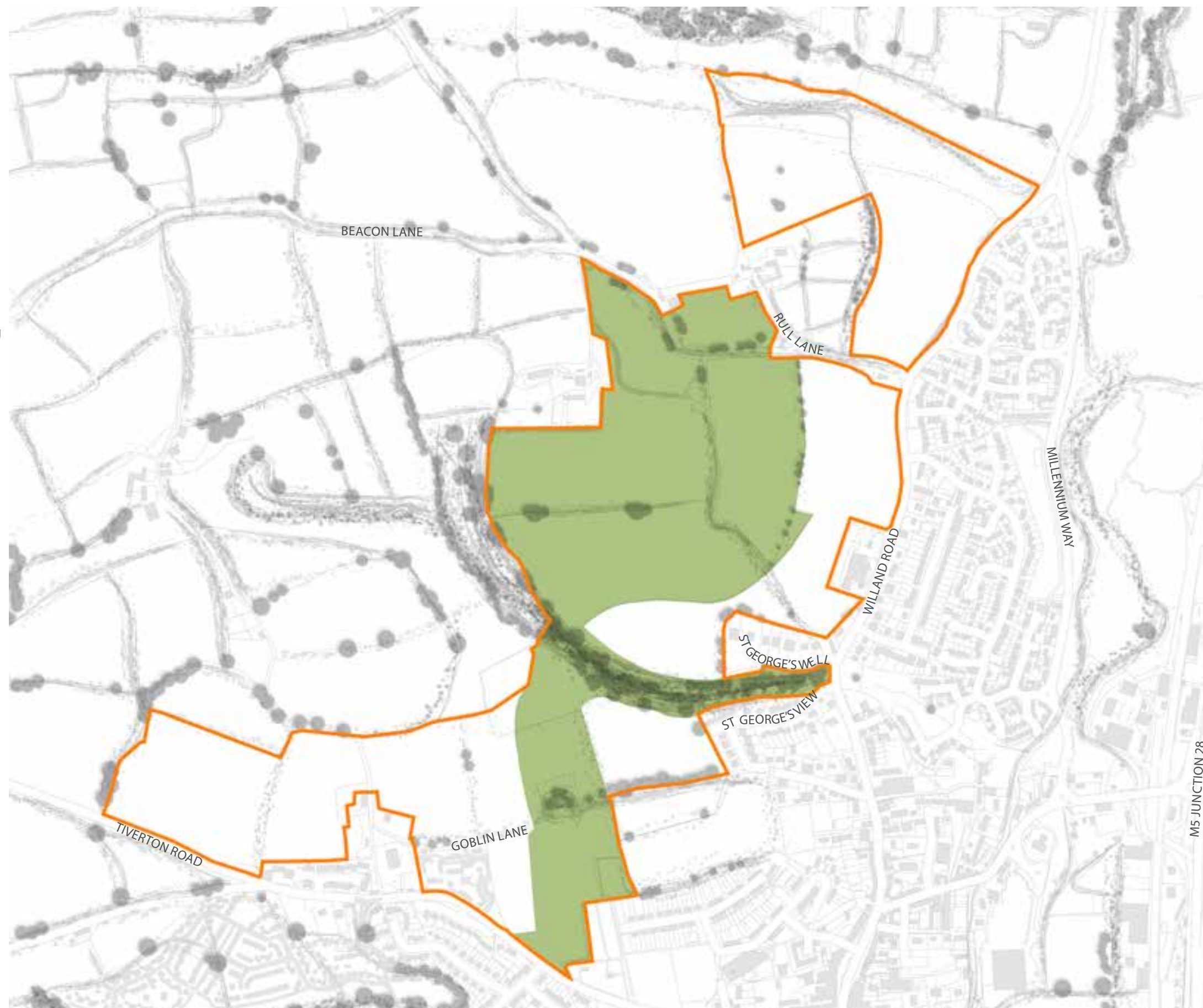
Appendix A

6.0 Factors Shaping Development

6.1 Scope and Extent

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

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



Allocation Boundary

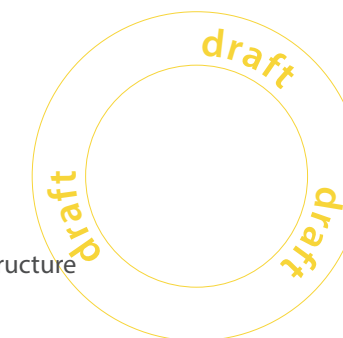
Key



Site Allocation



Allocated Green Infrastructure



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

Approx. allocated green infrastructure boundary
gross area: 32.3 ha

TOTAL Allocated Gross Area: 74.8 ha



6.2 Cullompton Wide Connectivity

Survey/Analysis:

Mapping 2014

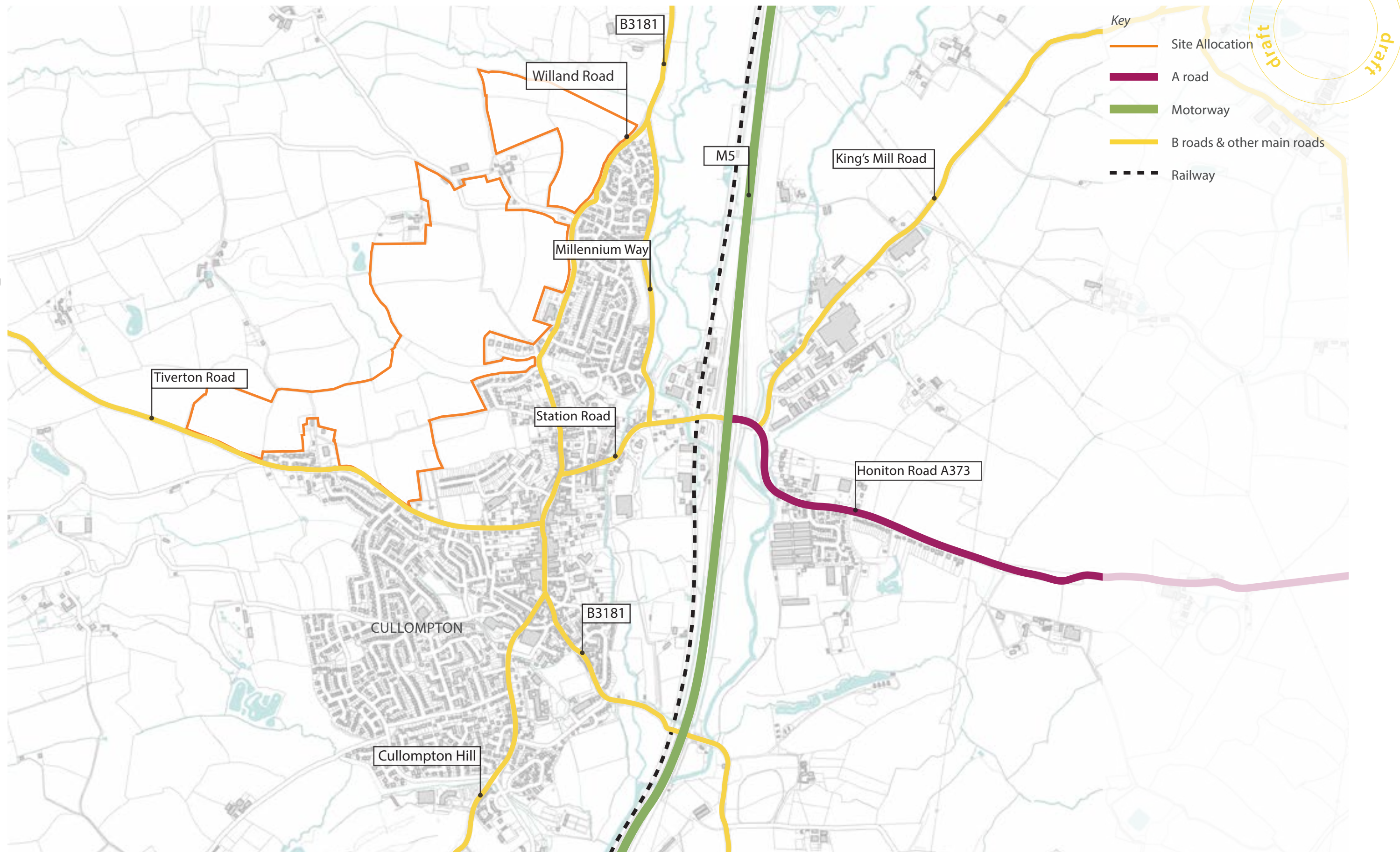
Situation/Summary:

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

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

Opportunity/Constraint:

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



6.3 Access and Movement

Survey/Analysis:

Mapping 2014

Main routes and connections mapped. Bus stops mapped.

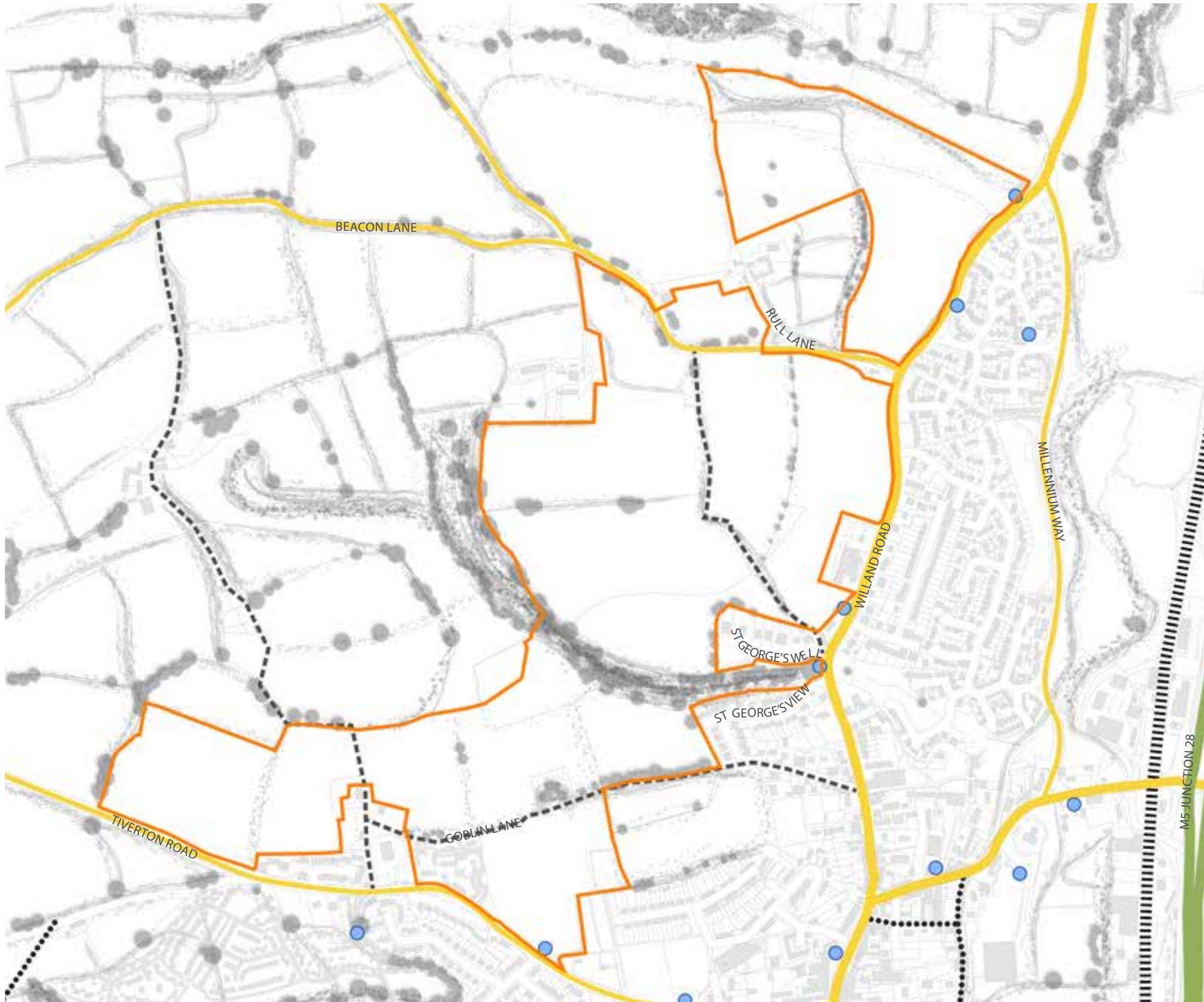
Situation/Summary:

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

Three bridle paths run through the site.

Opportunity/Constraint:

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



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



Access and Movement



6.4 Facilities and Amenities

Survey/Analysis:

Mapping 2014

Situation/Summary:

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

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

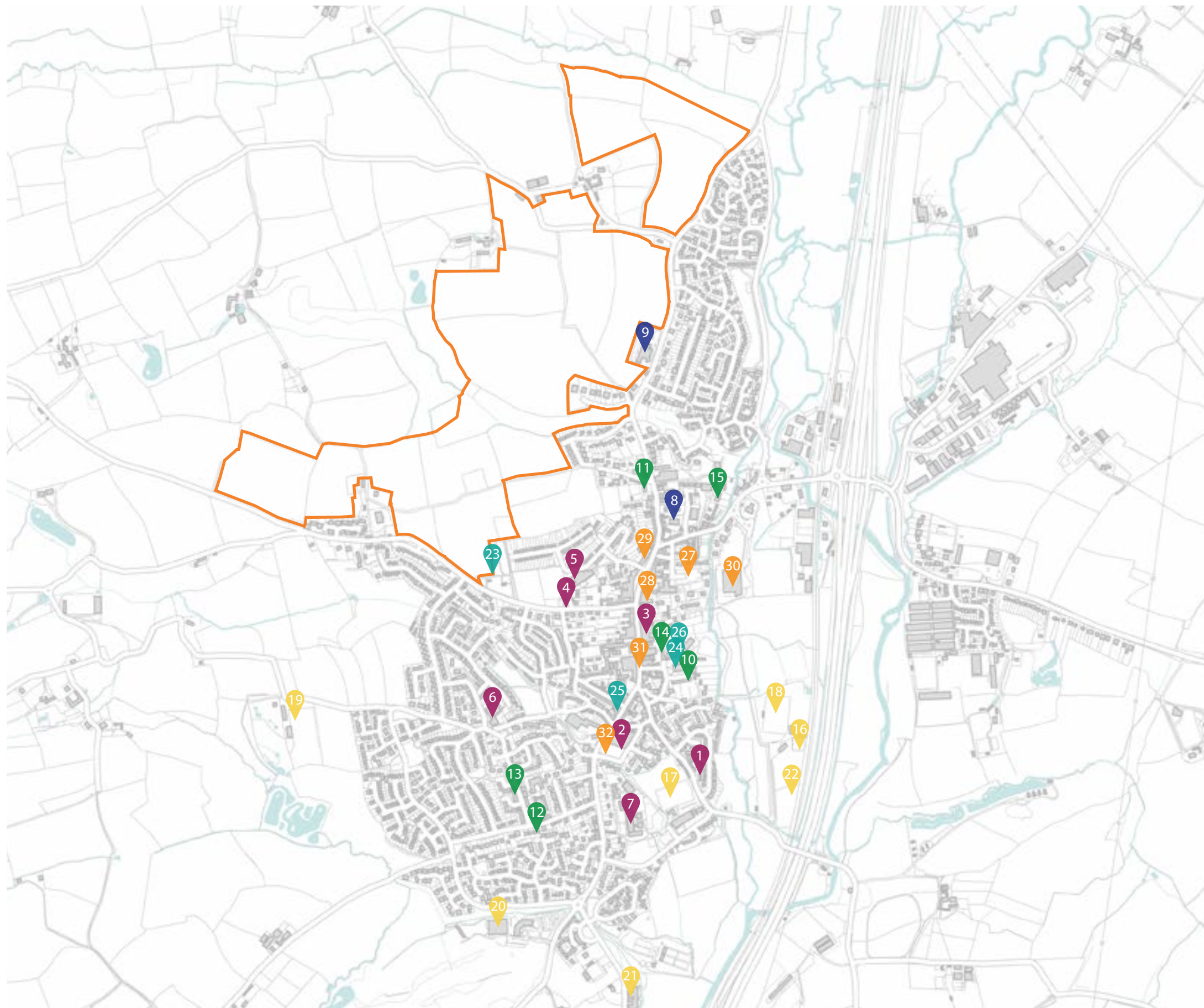
The town currently has two supermarket (Tesco and Aldi).

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

Opportunity/Constraint:

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

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



Facilities in Cullompton

Key



Site Allocation



Schools

- 1 ABC Day Nursery
- 2 Cullompton Preschool
- 3 Noah's Ark
- 4 Young Ones Day Nursery
- 5 St Andrew's Primary School
- 6 Willowbank Primary School
- 7 Cullompton Community College



Surgeries

- 8 Bramblehaies Surgery
- 9 College Surgery



Care Homes

- 10 Culm Valley
- 11 Forge House
- 12 House Martin
- 13 Orchard Lea
- 14 St Andrew's
- 15 Court House



Sports and Leisure

- 16 Cricket Club
- 17 Culm Valley Sports Centre
- 18 Football Ground
- 19 Rugby & Football Club
- 20 Padbrook Park (Golf Facilities)
- 21 Culm Vale Bowling Club
- 22 Cullompton Bowling Club



Public Buildings

- 23 Cemetery
- 24 Parish Church
- 25 Library and Community Centre
- 26 Community centre



Retail

- 27 Farmer's Market (2nd Sat Month)
- 28 Indoor Market (Town Hall, Wed)
- 29 Street Market (Wed, Sat)
- 30 Cullompton Superstore (Tesco)
- 31 Local Stores Area
- 32 Supermarket (Aldi)



6.5 Visual Sensitivity

Survey/Analysis:

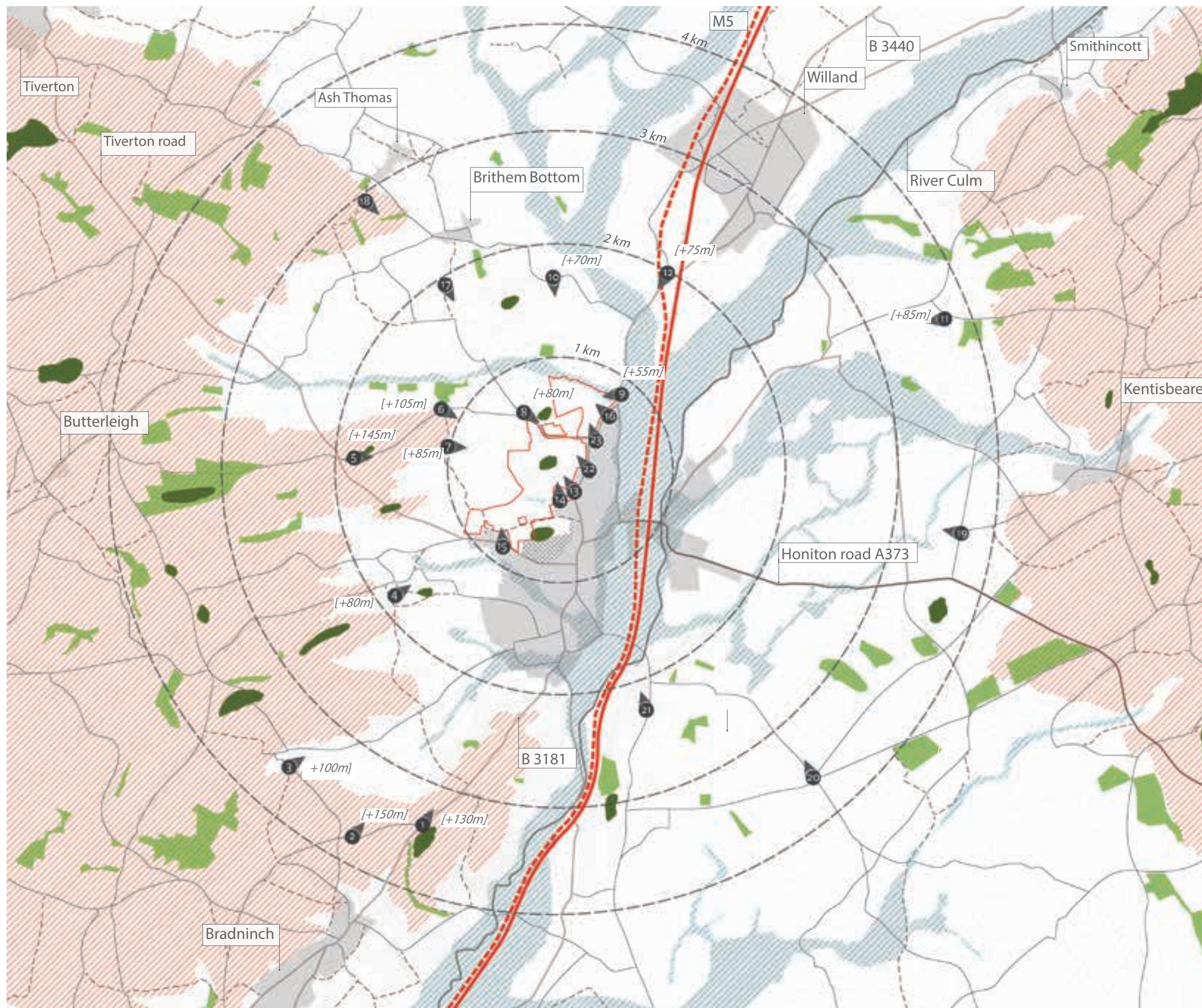
Analysis of views 2014

Situation/Summary:

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

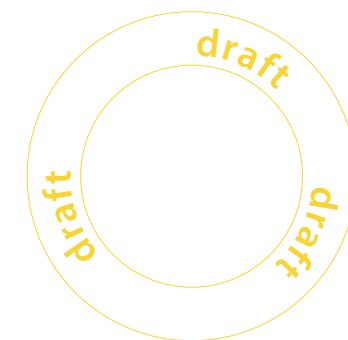
Opportunity/Constraint:

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

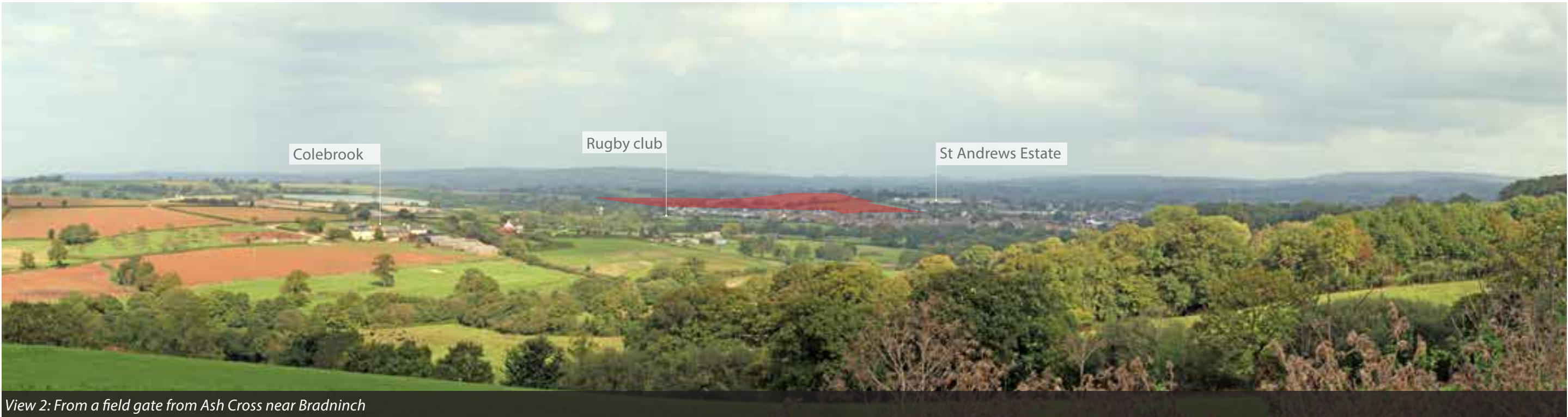
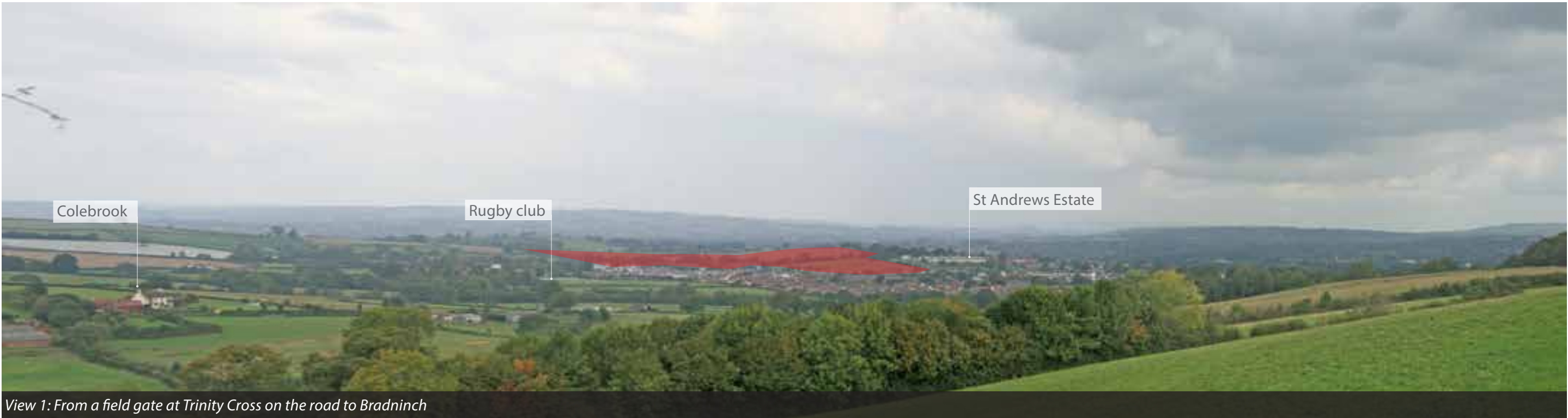


Key

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



6.5 Visual Sensitivity





6.5 Visual Sensitivity



Paulsland Farm

St George's View



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

Bridleway going up Rull Hill



View 8: From a field gate on Rull Lane

6.5 Visual Sensitivity





6.6 Topography

Situation/Summary:

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

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

Opportunity/Constraint:

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

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

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



Topography Plan

Key

— Site Allocation



Steep Slopes (greater than 1:10 gradient)

①

Hilltop. 86m high.

②

Hilltop. 92m high.

③

Hilltop. 95m high.



6.7 Green Space and Ecology

Survey/Analysis:

Surveys undertaken April and August 2014

Situation/Summary:

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

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

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

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

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

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

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

Proposed Species Mitigation

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

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

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

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

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

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

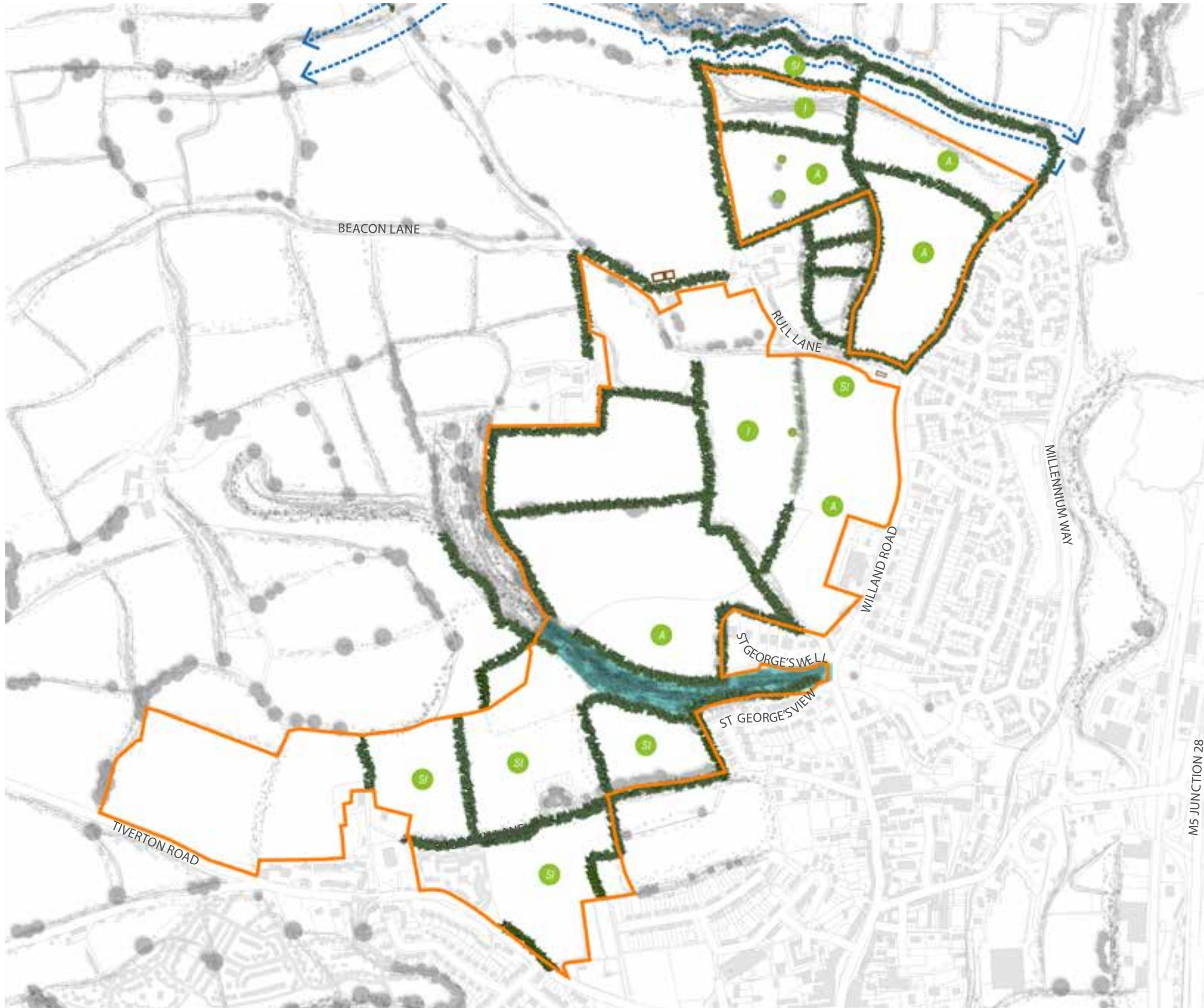
The Construction Environmental Management Plan will describe the precautionary approach to such works, such as vegetation and tree removal, and the measures to protect wildlife including dormice, bats and badgers.

Biodiversity Enhancement

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

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

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



Key

Site Allocation

Flora

Existing Hedgerows

Feature Broadleaved Trees

Fauna

Potential Habitat for Otters

Potential Bat Roosts

Site of Wildlife Interest

Land

Poor Semi-Improved Grassland

Improved Grassland

Arable Land



6.8 Hydrology

Survey/Analysis:

Flood risk and flood zoning.

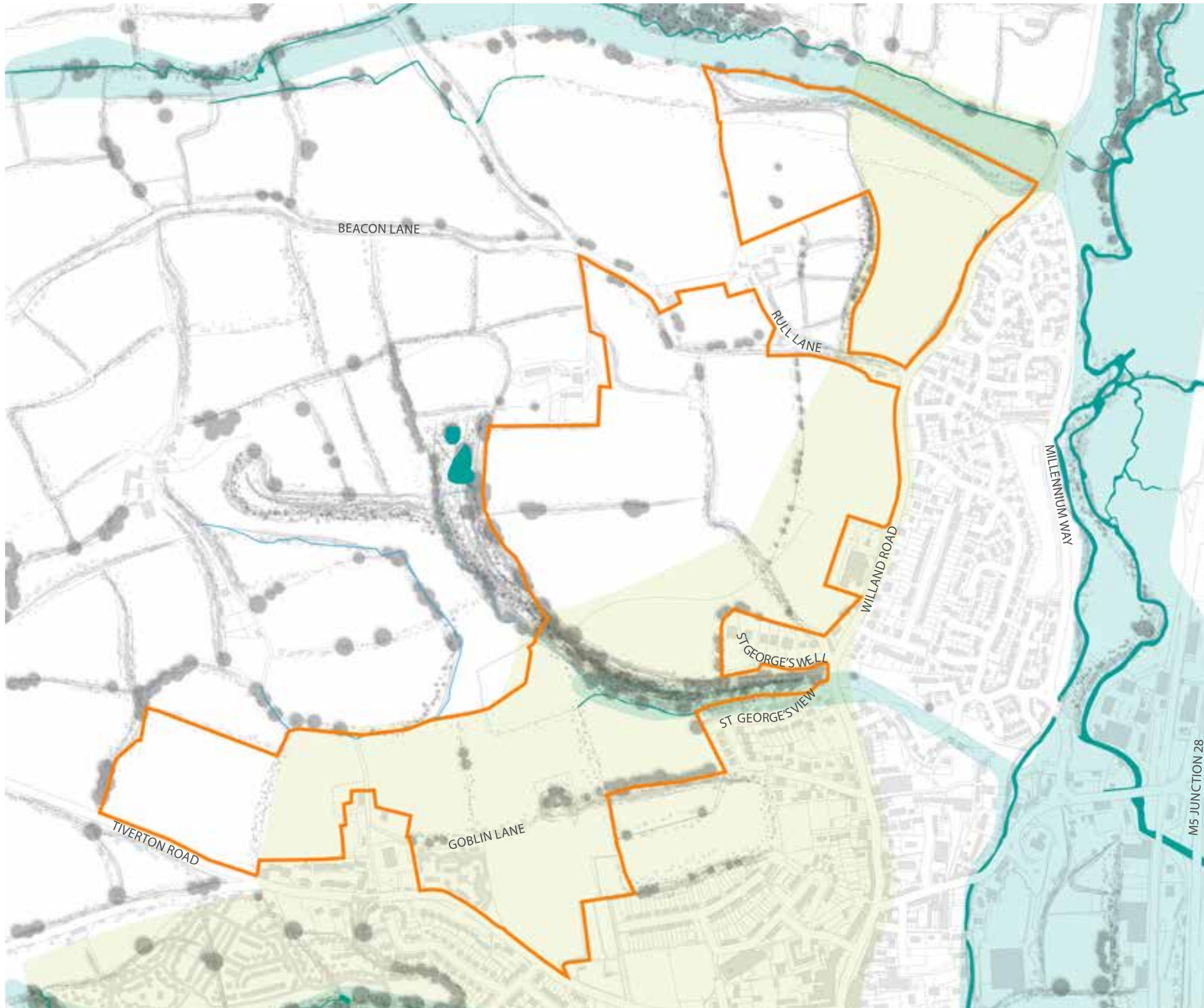
Situation/Summary:

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

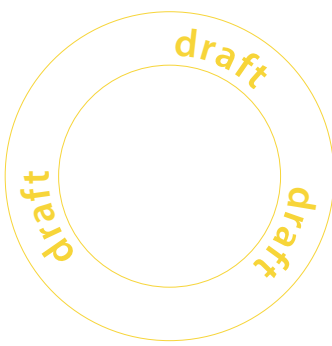
A part of the site is located within the Cullompton Critical Drainage Area where surface water runoff will need to be carefully considered at design stage so as not to increase flood risk elsewhere.

Opportunity/Constraint:

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



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



Flooding



6.9 Utilities

Survey/Analysis:

Water/ gas mains and overhead power lines

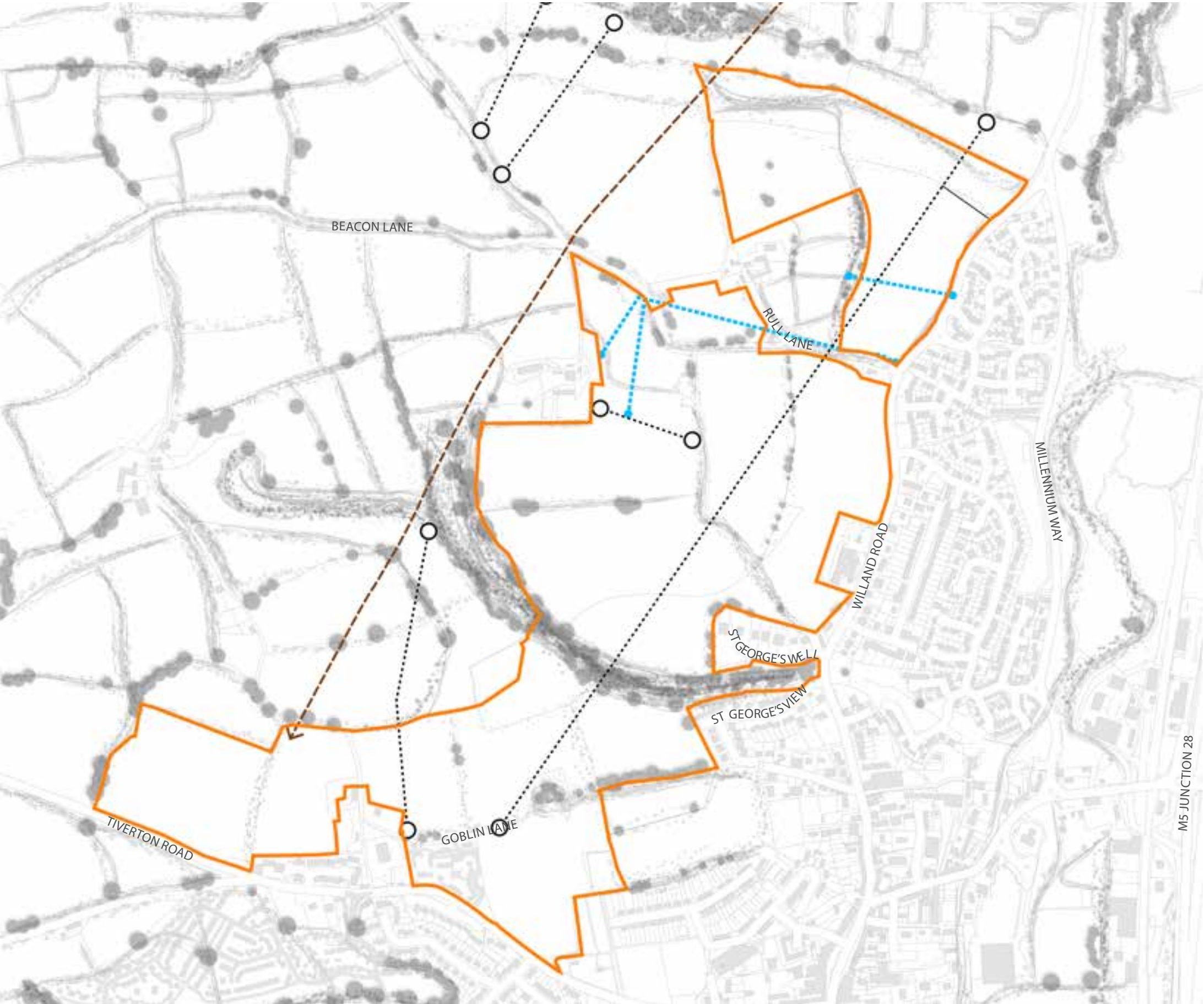
Situation/Summary:

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

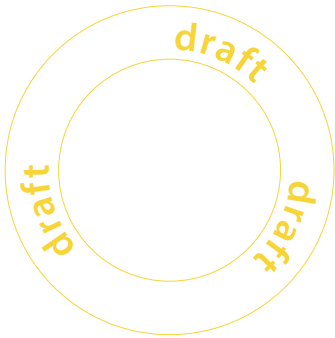
Opportunity/Constraint:

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

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



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



Utilities Plan



6.10 Cultural Heritage

Survey/Analysis:

Heritage Statement and Archaeological Survey

Situation/Summary:

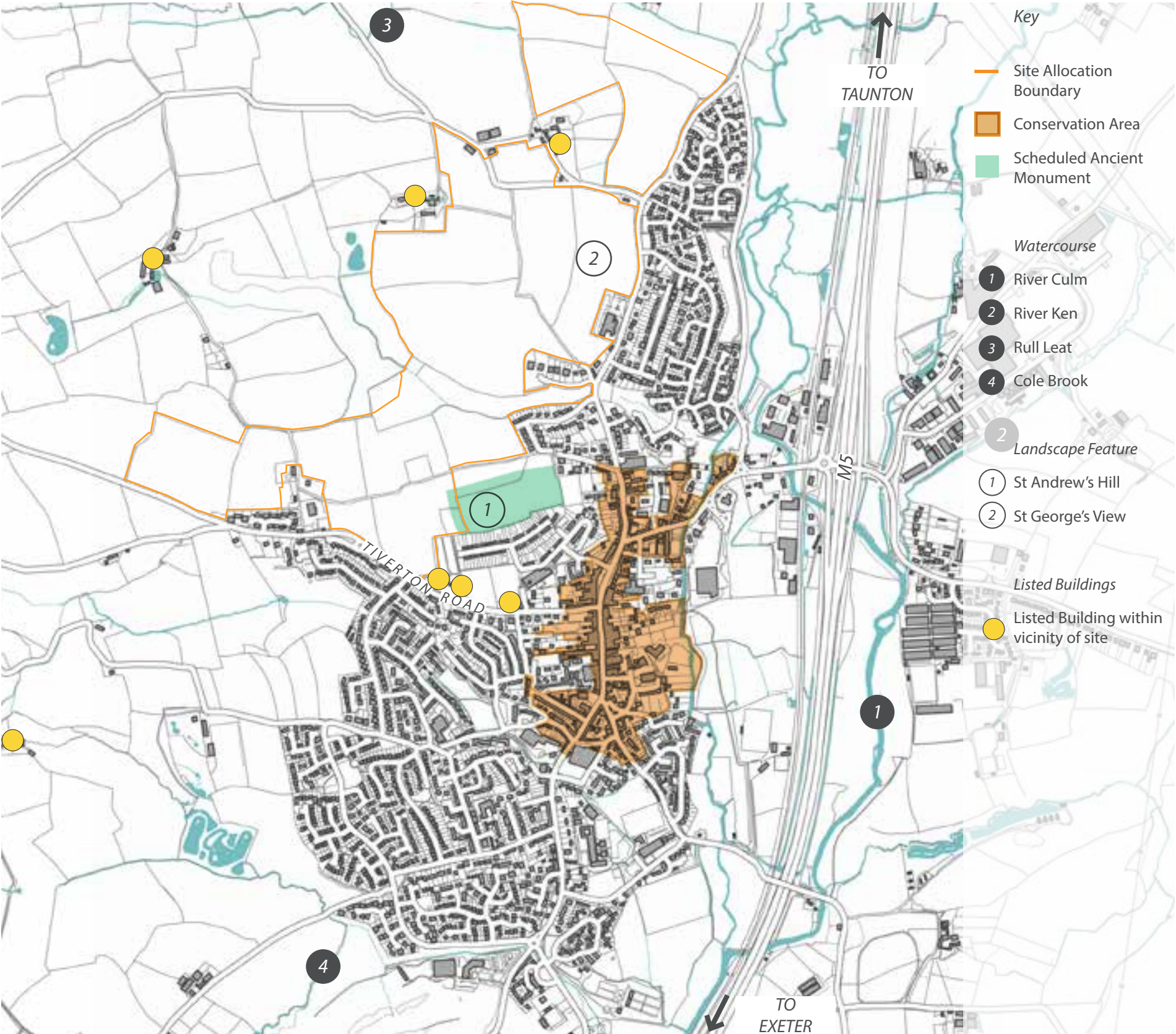
There are no designations or listed buildings within the site boundary, however, there are a number of listed buildings within close proximity to the site. The most notable of which include the Grade I listed Moorstone Barton is located to the north of the application area, and as a farmhouse does not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

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

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

Opportunity/Constraint:

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



Cultural Heritage Wider Context



Key

Site Allocation

Archaeology



Sites of Significant Archaeological Finds



Sites of Non-significant Archaeological Finds



Site of Ancient Roman Settlements

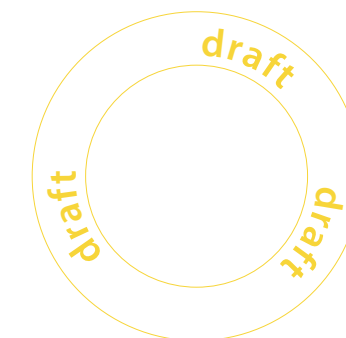


Sites of Archaeological Research

Heritage

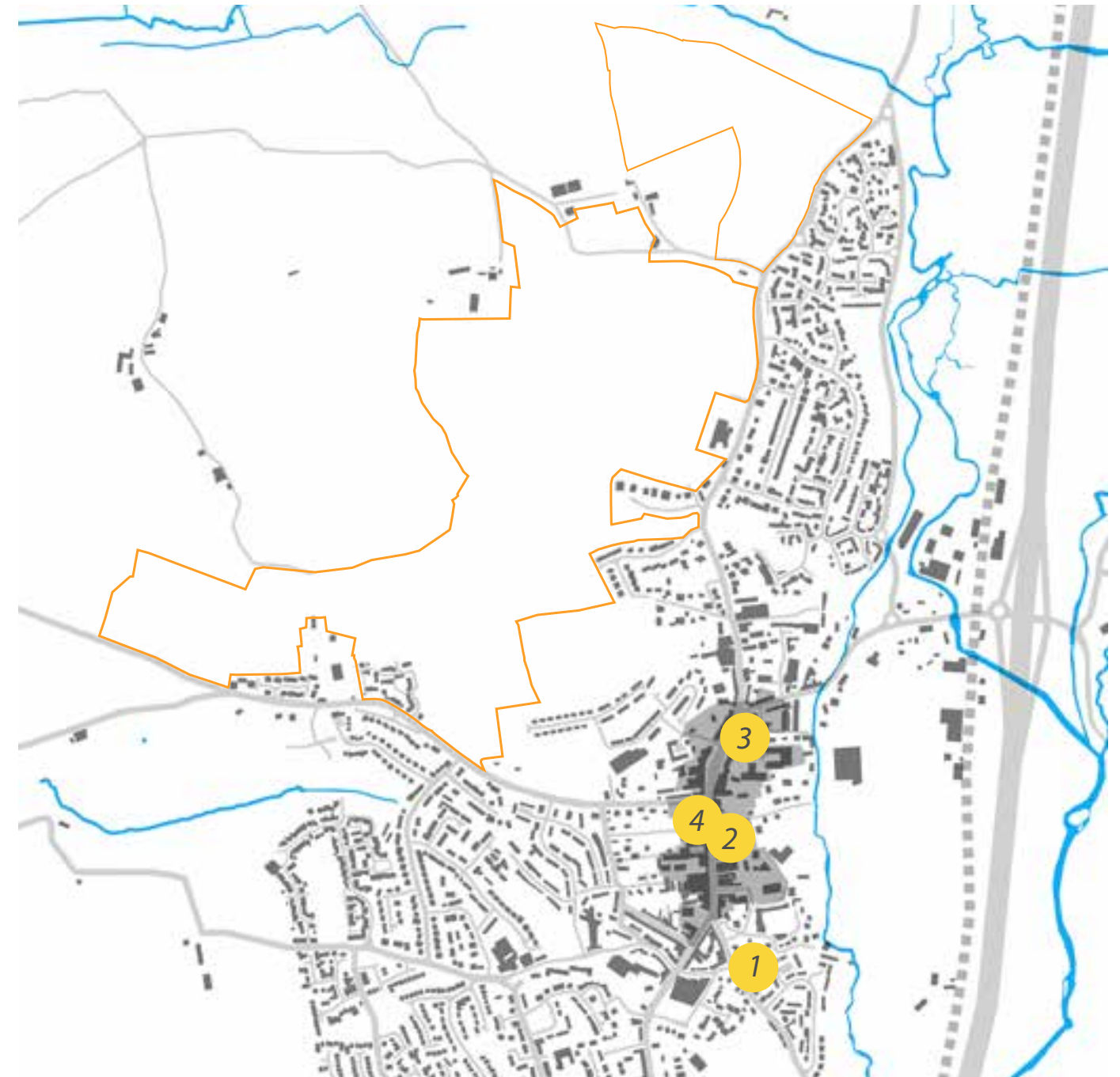


Conservation Area



6.11 Character and Building Traditions

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





1 Looking towards St Andrew's Church



2 Local shops, cafés and Town Hall



3 Higher Bull Ring



4 The Manor House

Appendix B





Appendix B

7.0 Consultations

7.1 First Round Public Consultation

Board No. 1 - Allocation

1 ALLOCATION

What is in the allocation?

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

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

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

Key

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

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

Mid Devon LAND PROMOTION

PERKINS+WILL

PM

Board No. 2 - Constraints and Opportunities

2 CONSTRAINTS AND OPPORTUNITIES

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

To date the surveys that have been carried out are:

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

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

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

Further details may be found at www.middevon.gov.uk/masterplanning

Key

- Boundaries**
 - Site Boundary
- Archaeology**
 - Sites of Significant Archaeological Finds
 - Sites of Non-significant Archaeological Finds
 - Site of Ancient Roman Settlements
 - Sites of Archaeological Research
- Heritage**
 - Conservation Area
- Ecology**
 - Species Poor Hedgerows
 - Species Rich Hedgerow
 - Species Poor Hedgerow with Trees
 - Species Rich Hedgerow with Trees
- Feature Broadleaved Trees**
 - Potential Habitat for Otters
 - Potential Bat Roosts
 - Site of Wildlife Interest
 - Poor Semi-improved Grassland
 - Improved Grassland
 - Arable Land
- Access**
 - Public Footpath
 - Bridle Path
 - Roads
- Flooding**
 - Watercourse
 - Floodzone
- Utilities**
 - Overhead Electric Cables
 - Underground Gas Pipes
 - Underground Water Pipes
- Landscape Features**
 - Hill Hill
 - Hill Hill
 - St. Andrews Hill

Mid Devon LAND PROMOTION

PERKINS+WILL

PM

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

3 EMERGING KEY ISSUES

DEVELOPABLE AREA/ QUANTUM AND DISTRIBUTION OF DEVELOPMENT AND GREEN INFRASTRUCTURE

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

The challenge to the promoters is to address this problem.

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

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

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

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

Proposal can deliver accessible infrastructure including:

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

Mid Devon LAND PROMOTION


PERKINS+WILL

PM

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



4 EMERGING KEY ISSUES

LINK ROAD



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

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



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

Pros:

- + Good access to proposed employment site if allocated here and to junction 28.
- + Allows traffic calming further down Willand Road, and would reduce level of traffic driving into town centre.
- + Works with contours to minimise requirement for earthworks.

Cons:

- Would potentially affect character of Rull Lane.
- Would create 2 parallel access roads at Northern end of site leading to inefficient layout.
- Difficult to cross Rull Lane.
- Takes up housing land unnecessarily.
- Far more expensive and would take longer to construct.





Option 2: The road linking Tiverton Road to Willand Road

Pros:

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

Cons:

- Less direct link to junction 28.



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

5 EMERGING KEY ISSUES

PLAYING PITCHES





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

Pros:

- + Flat land.
- + Good spread North to South.

Cons:

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

Option 2: Playing pitches on land to West

Pros:

- + Good access from Tiverton Road.
- + Flat land.

Cons:

- Pitches divorced from school.
- Too concentrated in one location.
- If School is on Rull Hill, site isolated.
- Pitches to the West are on the edge of the development.
- Pitches take away substantial development land.

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

Pros:

- + Rull Hill location will allow shared facilities with school (if located here).
- + Pitch on Rull Hill at the heart of allocated green infrastructure.
- + Rull Hill near existing primary schools.
- + Pitches to the North can be accessed from Willand Road.

Cons:

- Land to North is distant from Cullompton and rest of the development.

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

Pros:

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

Cons:


- Pitches to the West are on the edge of the development.






Board No. 6 - Emerging Key Issues (school)

6 EMERGING KEY ISSUES

SCHOOL





Option 1: School on North-East area

Pros:

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

Cons:

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

Option 2: School next to Health Centre

Pros:

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

Cons:

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





Option 3: School on Rull Hill

Pros:

- + Provides the opportunity to make community facilities the focal point of the urban extension.
- + Makes more sense of the alignment of the link road.
- + On new road with new bus route.
- + In a central location.
- + Will make it easier to draw traffic away from the town centre.
- + Provides sufficient space to ensure that the school buildings, sports pitches and other outdoor space are together.
- + It is within a 200m walk of the health centre.
- + Land is flat and therefore suitable for sports pitches and large footprint school buildings – less expensive to build than other options.
- + The school will be able to connect positively with the mid Devon countryside – views and direct links.
- + A school and pitches can be integrated visually into the landscape.
- + Pitches on the top of the hill will drain more easily.
- + Purpose built parking and access from the link road would not conflict with other uses.

Cons:

- Perceived issue that a school on the hill might be a problem from a pedestrian access perspective, but gradient will be reduced to 1 in 15, which is within guidelines.
- Visual impact will need to be handled sensitively.
- On land allocated for green infrastructure.




7.1 First Round Public Consultation

Board No. 7 - Emerging Key Issues (employment)

7 EMERGING KEY ISSUES EMPLOYMENT

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

Further details may be found at www.middevon.gov.uk/masterplanning



Option 1: 10,000 m² of employment in North-East corner

Pros:

- + Good links to Millennium Way and onwards to M5.
- + Reflects Employment Land Review recommendations for amount of employment.

Cons:

- Site visible on approach to Cullompton from the North.





Option 2: 10,000 m² of employment split between the North and the South

Pros:

- + Good links to Millennium Way in the North and Tiverton Road in the South.
- + Reflects Employment Land Review recommendations for amount of employment.
- + Two areas provide opportunity for a range of employment types.
- + Southern area will form new local centre and encourage traffic to use link road going South.

Cons:

- Northern site visible on approach to Cullompton.




Board No. 8 - Emerging Key Issues (gypsy and traveller sites)

8 EMERGING KEY ISSUES GYPSY AND TRAVELLER SITES

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





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



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

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

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




Board No. 9 - Framework Plan Option 1


9 FRAMEWORK PLAN OPTION 1 700 HOUSES

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


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



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







CURRENT GI ALLOCATION INCLUDES SUBSTANTIAL AREAS OF PRIVATE LAND



KEY

- Employment
- Residential
- Green Infrastructure
- Green Infrastructure with Employment
- Green Infrastructure with Residential
- Green Infrastructure with Employment and Residential
- Green Infrastructure with Employment, Residential and Green Infrastructure
- Green Infrastructure with Employment, Residential and Green Infrastructure and Green Infrastructure



Board No. 11 - Your Views Count

11 YOUR VIEWS COUNT

Proposed Content of the Masterplan Supplementary Planning Document

Setting the Scene

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

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

Achieving A Quality Place

Setting out the vision, development concept and masterplan alongside a framework for implementation and phasing.

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

Appendix

A summary of factors shaping development (Analysis and Constraints)

How to get involved?

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

The deadline for written responses is
12th October 2014.

Email us

planningconsultations@middevon.gov.uk

WWW Website

www.middevon.gov.uk/masterplanning

Write to us

NW Cullompton masterplanning consultation
Forward Planning
Mid Devon District Council
Phoenix House
Tiverton EX16 6PP

Next steps

October:	Council considers responses to the initial consultation
November:	Draft masterplan prepared
December:	Draft masterplan considered by Mid Devon District Council Cabinet, for public consultation
December - January:	A second stage of public consultation on draft masterplan
February:	Council considers responses to the consultation
February - March:	Final masterplan prepared
March:	Masterplan considered by Mid Devon District Council Cabinet
March:	Masterplan considered by a meeting of the full Council (to decide whether to adopt the masterplan as a Supplementary Planning Document)

THE PROJECT TEAM

Codex Land PCC Promoter c/o UK Consultant ambrosiefeldman@yahoo.co.uk	WSP Traffic and Transport www.wspgroup.com
Persimmon Homes Developer www.persimmonhomes.com	Engain Ecology Ecology and Nature Conservation www.engain.com
PM Asset Management Promoter www.pmassetmanagement.co.uk	EAD Ecology Ecology and Nature Conservation www.eadconsult.co.uk
PCL Planning Consultants www.pclplanning.co.uk	Hydrock Environmental Consultants www.hydrock.com
GL Hearn Planning Consultants www.glhearn.com	Michael Heaton Heritage Consultants www.michaelheaton.co.uk
Clifton Emery Design Urban Designers, Landscape Architects, Architects www.cliftonemerydesign.co.uk	AC Archaeology Archaeologists http://www.acarchaeology.co.uk
Keep Architects, Urban Designers www.keeparchitecture.co.uk	

*The masterplan proposals have been prepared
in conjunction with Mid Devon District Council*

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NW Cullompton urban extension - infrastructure provision: DRAFT MASTERPLAN			
Policy: The development		Masterplan	
Infrastructure requirement			
1100 dwellings		1100 dwellings (exluding 49 at Olympian Way)	
35% affordable housing		35% affordable housing (subject to viability)	
At least 5 gypsy and traveller pitches		At least 5 gypsy and traveller pitches	
40,000 sq m employment floorspace		10,000 sq m floorspsace (due to Employment Land Review)	
28 ha green infrastructure (GI)		31.4 ha green infrastructure (GI) (different distribution)	
Policy: Infrastructure requirement	Trigger	Masterplan	Trigger
Access and transport			
Through road linking Tiverton Rd & Willand Way	Before occupation of no more than 300 dwellings	Through road linking Tiverton Rd & Willand Way	Before occupation of no more than 500 dwellings
Bus service enhancements - local	Before occupation of no more than 300 dwellings	Bus service enhancements - local	Phase 1 prior to occupation of no more than 500 dwellings
Bus service enhancements - strategic	Before occupation of no more than 300 dwellings	Bus service enhancements - strategic	Phased with development
Footway & shared use link along Millennium Way	None specified	If necessary and justifiable	Phased with deveopment
Shared use path along B3181 between Cullompton & Willand	None specified	Not provided - Unviable and unable to deliver	
Cycle & pedestrian routes - development & GI	None specified	Cycle & pedestrian routes - development & GI	Phased delivery from occupation of first dwelling
Cycle & pedestrian routes - development & GI	None specified	Cycle & pedestrian routes - development & GI	Phased with development
		Traffic calming measures Willand Road	Phase 1
		Temporary access through St George's View	Commencement of phase 1
		Closure of temporary access St G's View to vehicles	Phase 1 - when link road connects through
Education facilities and community building			
Transfer of land for primary school with necessary funding	Before occupation of no more than 400 dwellings	Transfer of serviced & accessible land for primary school	Phase -prior to occupation of first dwelling
		Primary school building, playing pitch & early years facilities	Construction commencement phase 1
Secondary education provision	None specified	Secondary education provision	Phased according to need as development comes forward
Community building & youth support services satellite unit	None specified	Community building	Serviced and accessible land by completion phase 1; construction commence beginning phase 2
Employment and local centre			
40,000 sq m serviced employment land in step with housing	1 ha per 100 occupied dwellings	10,000 sq m serviced & accessible employment land	Phase 2
		Employment buildings built with demand	Phase 2
Site for youth, child & community uses	None specified	Serviced land for local centre	By completion of phase 1, when link road is completed.
Green infrastructure (GI)			
Transfer of green infrastructure land to Local Authority	Before occupation of no more than 100 dwellings	Rull Hill GI (7.4ha) incl allotments, 1 equipped play area	Phase 1, prior to occupation of no more than 500 dwellings
		1 playing pitch	Phase 1, prior to occupation of no more than 500 dwellings
		Other GI areas incl equipped play areas and 3rd playing pitch	Phase 2, phased with development, detailed in outline application
Sustainable urban drainage system (SUDS)	None specified	SUDS	Phased delivery as development comes forward
Affordable housing			
Affordable housing (35% target)	In step with market housing: ratio 1 affordable per 2 market	Affordable housing (35% subject to viability)	None specified (will be negotiated at application stage)
At least 5 gypsy & traveller pitches	None specified	At least 5 gypsy & traveller pitches	5 pitches designated by end of phase 1, provision at beginning of phase 2

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CABINET
7 AUGUST 2015

AGENDA ITEM:

FIVE YEAR SUPPLY UPDATE AND IMPLICATIONS

Cabinet Member: Richard Chesterton
Responsible Officer: Head of Planning & Regeneration

Reason for Report: To advise the members on the most recent five year housing land supply calculations and to recommend a course of action to minimise the risk of a successful challenge to that calculation.

RECOMMENDATION: That the emerging local plan allocations of Barn Park, Crediton, Old Abattoir, Copplestone, Linhay Close, Culmstock, Hunters Hill, Culmstock, Court Orchard, Newton St. Cyres, South of Broadlands, Thorverton and the contingency site at Pedlerspool, Crediton are brought forward from later in the plan period in accordance with the NPPF advice and are therefore confirmed as available within the five year supply.

Relationship to Corporate Plan: The Local Plan is the prime mechanism for the Council to achieve the Corporate Plan objectives of delivering a Thriving Economy, Better Homes, Empowering our Communities and Caring for the Environment.

Financial Implications: Limited, but potential beneficial impact on staff resources by deterring major housing appeals.

Legal Implications: Should help to ensure that Local Plan continues to be considered up to date in housing decisions.

Risk Assessment: The risks are set out in the body of the report.

1.0 Background

- 1.1 The National Planning Policy Framework contains policy which is a material consideration in the assessment of planning applications, and can often be the key determining factor where proposals are considered by Inspectors at appeal.
- 1.2 One of the policy requirements is that Councils should ensure that they “identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.” (Paragraph 47). Further advice states that “Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.” (Paragraph 49).

- 1.3 In effect, therefore, unless the Council can identify a five year supply of housing land the existing Local Plan policies relating to the supply of housing (including, crucially, the definition of settlement limits identifying areas which are open countryside and those which are within defined settlements) may not be supported by Inspectors at appeal in the face of the short term need for housing in the area.

2.0 Introduction

- 2.1 The most recent assessment of the Council's five year supply was published in August 2014 and therefore it is necessary to publish an update. The initial revised calculation has been updated to take account of completions and planning permissions during the 2014/15 year, and is included in full in Appendix 1. In summary, taking account of a number of assumptions the assessment demonstrates that we have a five year supply with a "buffer" of 21%. This can be compared with the required normal buffer of 5% and the higher buffer of 20% in the case of "persistent under delivery".
- 2.2 On the face of it, this suggests that the Council is in a position to continue to determine housing allocations in accordance with the existing local plan policies. However, things are not so simple, and your officers are aware of challenges being made to the council's calculations in current planning applications and appeals. If these challenges are successful there is the potential consequence that existing housing supply policies are considered "out of date" by inspectors and that housing applications may be granted contrary to the local plan. Further discussion on these risk factors is set out below.

3.0 Discussion

Risk - Level of Need

- 3.1 The calculation is based on the current Core Strategy requirement of 6800 dwellings over the period 2006 – 2026 (ie an average of 340 per year). However, contrary to your officers' opinion, some agents have suggested that the Core Strategy should be read in a different way to give a need for the period 2006 – 2016 of 390 per year. Using this figure would reduce the supply buffer to 4% and therefore the Council would not be in a position to demonstrate a five year supply. While your officers' view is that this approach is without merit, it nevertheless provides a small risk in the context of potential housing appeals. A further risk factor in this area is that the target in the emerging local plan is higher at 360 per year, with objections having been received that it should be further increased. This would have similar implications.

Risk – Size of Buffer

- 3.2 As described in the Background section, there is a need to provide a "buffer" for choice and competition reasons. Officers consider that a 5% buffer is appropriate and this view has not changed. However, it appears likely that applicants would argue that a 20% buffer is more appropriate in the context of

recent years' completions. The current buffer of 21% is very close to this level, and therefore this factor provides additional risk to the council's five year supply calculation.

Risk – Deliverability of Sites

- 3.3 The final area of risk relates to the specific sites included within the supply, including sites with planning permission and as yet unknown “windfall” sites. It is common practice during appeal hearings for appellants to assess each site individually and to argue that a number of them are not genuinely deliverable, as well as to seek to reduce the allowance for windfalls. Again, while your officers are confident that the assessment is based on correct information, this is a further risk.

4.0 Implications

- 4.1 Overall, while the Council can demonstrate a five year supply of housing land in accordance with the calculations in Appendix 1, there is a risk that appeal Inspectors will disagree with the Council, based on the issues set out above under “Discussion”. This would clearly be very unfortunate because it would lead to significant pressure on the Council to grant additional housing land contrary to local plan policies, or risk losing further appeals. It may also be difficult to “claw back” the five year supply position should an Inspector find against the council on this matter. Given the importance of this matter, it is recommended that the Cabinet consider measures to mitigate these risks.

5.0 Possible mitigation measures

- 5.1 It is recommended that the Council take action to boost the five year supply of deliverable sites to significantly increase the “buffer” to a point where the risk of a successful five year supply challenge is minimal, which should also act to deter appeals in the first place.
- 5.2 Work is already being undertaken to bring forward the delivery of the existing major allocations at North West Cullompton and East Tiverton, through masterplanning work. This has started to bear fruit as both sites are now considered as commencing during the five year period. A number of other local plan sites may benefit from similar work, but this is resource intensive and takes time, and is therefore unlikely to provide a short term increase in the five year supply. It would involve the use of planning staff who are currently fully employed dealing with planning applications and the local plan review. This approach is therefore not recommended.
- 5.3 The Council could encourage planning applications on new sites in the emerging local plan where this would boost the five year supply. A number of the proposed allocations have received no objections during the local plan consultation, and therefore could be considered for development immediately. This applies to the following sites, totalling 103 dwellings:
- Barn Park, Crediton – 20 dwellings, comments on details received but no objections

- Old Abattoir, Copplestone – 30 dwellings, comments on details received from site promoters only
- Linhay Close, Culmstock – 6 dwellings, no comments received (note already an allocated site but emerging Local Plan allocation has different site requirements)
- Hunters Hill, Culmstock – 10 dwellings, no objections received (note already an allocated site but emerging Local Plan allocation has different site requirements)
- Court Orchard, Newton St Cyres – 25 dwellings, no comments received, site has resolution to approve subject to a s106
- South of Broadlands, Thorverton – 12 dwellings, no objections received other than proposal to enlarge site from landowner.

5.4 It is therefore recommended that the Cabinet confirm that it is Council Policy that applications for development of these sites will be considered appropriate in principle, subject to relevant planning considerations including the requirements of the emerging policies. This would accord with the advice in the NPPF to move sites forward from later in the plan period into the five year supply.

5.5 A further area of potential action relates to “contingency sites” which are allocated in the existing Local Plan (specifically the Allocations and Infrastructure DPD). These contingency sites were to be released if the rate of development in the plan area fell below certain levels. However, with the increase in emphasis within the NPPF relating to the need for a five year supply the emerging local plan alters the approach by confirming that these contingency sites may be brought forward in order to ensure that the Council maintains its five year housing supply. In accordance with this emerging policy, the Cabinet could confirm that it is Council policy that applications for development of these sites will be considered appropriate in principle, subject to relevant planning considerations including the requirements of the existing and emerging policies. This will accord with the advice in the NPPF to move sites forward from later in the plan period into the five year supply. Further details are set out below.

6.0 Pedlerspool, Crediton

6.1 The Pedlerspool site is included as a contingency site within the current local plan under policy AL/CRE/12 for 165 dwellings. If this site were released now, allowing time for an application to be made, the first new dwellings would be expected to come forward in about 2017/18. Releasing this site would boost the supply by just over 60 dwellings, which would increase the buffer by 3%. This supply boost would continue into future five year supply calculations as the site develops out. This site is proposed to be allocated (not as a contingency site) in the emerging Local Plan Review for 200 dwellings, and

therefore has significant planning policy support. It is recommended that the Cabinet confirm the release of this site into the five year supply.

7.0 Tidcombe Hall, Tiverton

- 7.1 The Tidcombe Hall site is included as a contingency site within the current local plan under policy AL/TIV/21 for 200 dwellings. Again, release of this site would boost the supply by just over 60 dwellings, allowing time for the site to gain planning permission and commence, which would increase the buffer by 3%. The site is proposed to be retained as a contingency site in the emerging Local Plan Review, although reduced in scale to 100 dwellings. This is a less strong policy support than with the Pedlerspool site and therefore it is not recommended that the site is released into the five year supply at this time.

8.0 Colebrook, Cullompton

- 8.1 The Colebrook site is included as a contingency site within the current local plan under policy AL/CU/20 for 100 dwellings. A similar boost would apply if this site were released. The site is proposed to be retained as a contingency site in the emerging Local Plan Review, however an additional criterion has been included that the site should not be released until the town centre relief road has been completed, as a result of revised information from Devon County Council. This requirement means that the site could not form part of the five year supply, since the relief road is unlikely to be completed within the necessary timescale. Accordingly, it is not proposed that this site is released.

9.0 Conclusion

- 9.1 By inviting applications on the local plan sites referred to above, and by releasing the contingency site at Pedlerspool there would be a significant boost to the five year supply, which would leave the risk of a successful challenge at a very low level. A revised calculation is set out in Appendix 2 which indicates that this would leave a 29% buffer. Accordingly, this is the course of action recommended to you.

Contact for more Information: Dean Titchener, Principal Forward Planning Officer, 01884 234334

Circulation of the Report: Cllr Richard Chesterton, Cabinet Member

Appendix 1 – Initial Five Year Supply Calculation 2015 – 2020

Supply factor	Calculation	Figure
A Core Strategy Requirement 2006 – 2026		6800
B Implied annual rate 2006 – 2026	$A/20$	340
C Core Strategy requirement to date 2006 - 2015	$B*9$	3060
D Completions to date 2006 – 2015		2942
E Shortfall to date 2006 – 2015	$C-D$	118
F Core Strategy requirement 2015 – 2020	$B*5$	1700
G 5 Year supply requirement 2015 – 2020	$E+F$	1818
H Five year delivery on allocations without planning permission		748
I Five year delivery on allocations with planning permission or under construction		586
J Five year delivery on windfall sites with planning permission or under construction		706
K Five year delivery on additional windfall sites		158
L Total projected five year delivery	$H+I+J+K$	2198
M Five year supply as %	$L/G * 100\%$	121%

Appendix 2 – Revised five year supply calculation 2015 – 2020

Supply factor	Calculation	Figure
A Core Strategy Requirement 2006 – 2026		6800
B Implied annual rate 2006 – 2026	A/20	340
C Core Strategy requirement to date 2006 - 2015	B*9	3060
D Completions to date 2006 – 2015		2942
E Shortfall to date 2006 – 2015	C-D	118
F Core Strategy requirement 2015 – 2020	B*5	1700
G 5 Year supply requirement 2015 – 2020	E+F	1818
H Five year delivery on allocations without planning permission		748
I Five year delivery on allocations with planning permission or under construction		586
J Five year delivery on windfall sites with planning permission or under construction		706
K Five year delivery on additional windfall sites		158
L Five year delivery on released contingency and emerging allocation sites		151
M Total projected five year delivery	H+I+J+K+L	2363
N Five year supply as %	M/G * 100%	129%

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