

North West Cullompton Masterplan

Supplementary Planning Document

April 2022

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Foreword

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

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

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

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

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

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1.0 Introduction

Setting the Scene

1.0 Introduction

Setting the Scene

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

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

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

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

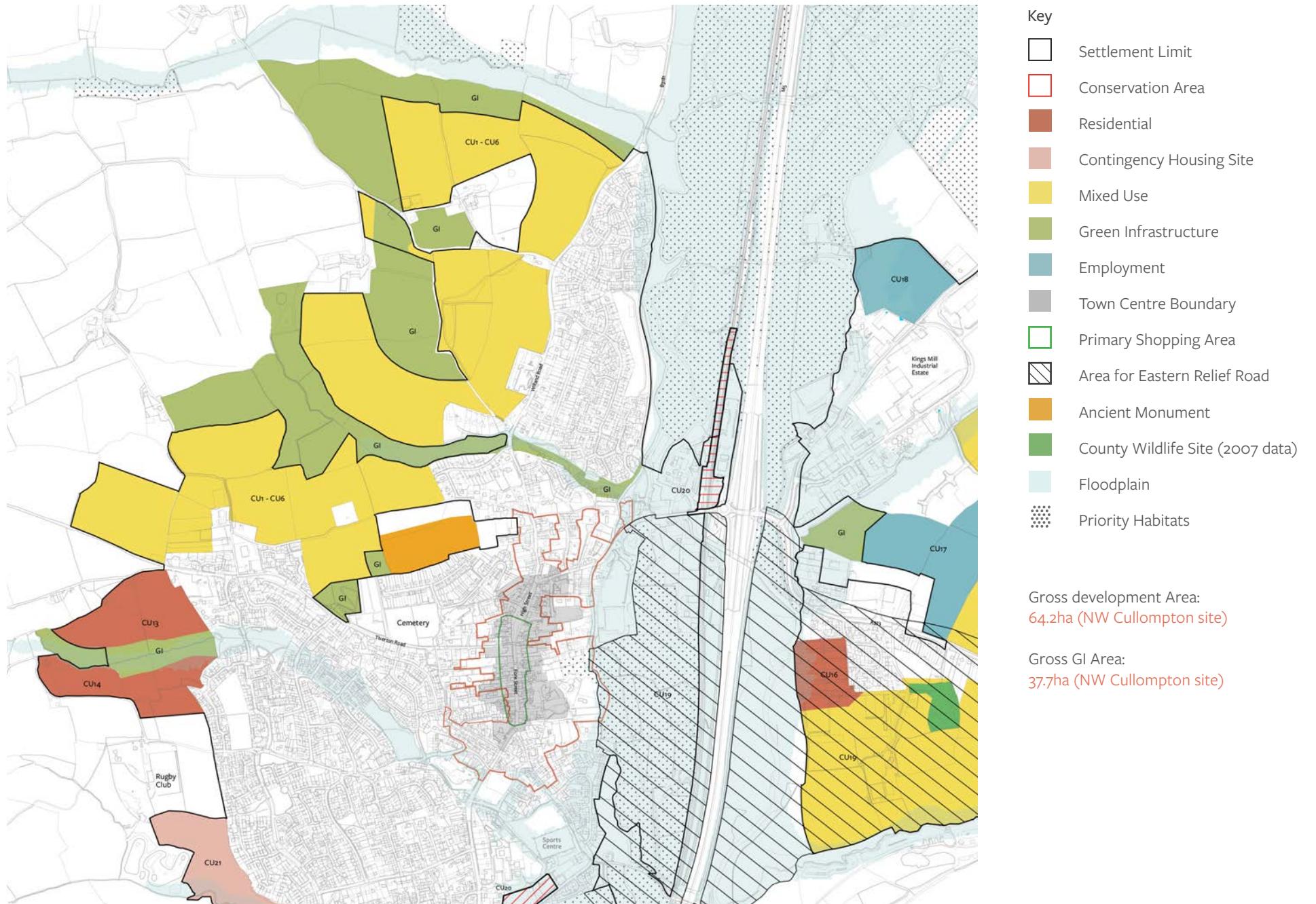
In addition to land already allocated, policy CU1 of the Local Plan Review allocates two further parcels of residential land bringing the total allocation to 100 hectares with 1350 dwellings and 10,000m² of employment floor space.

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

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



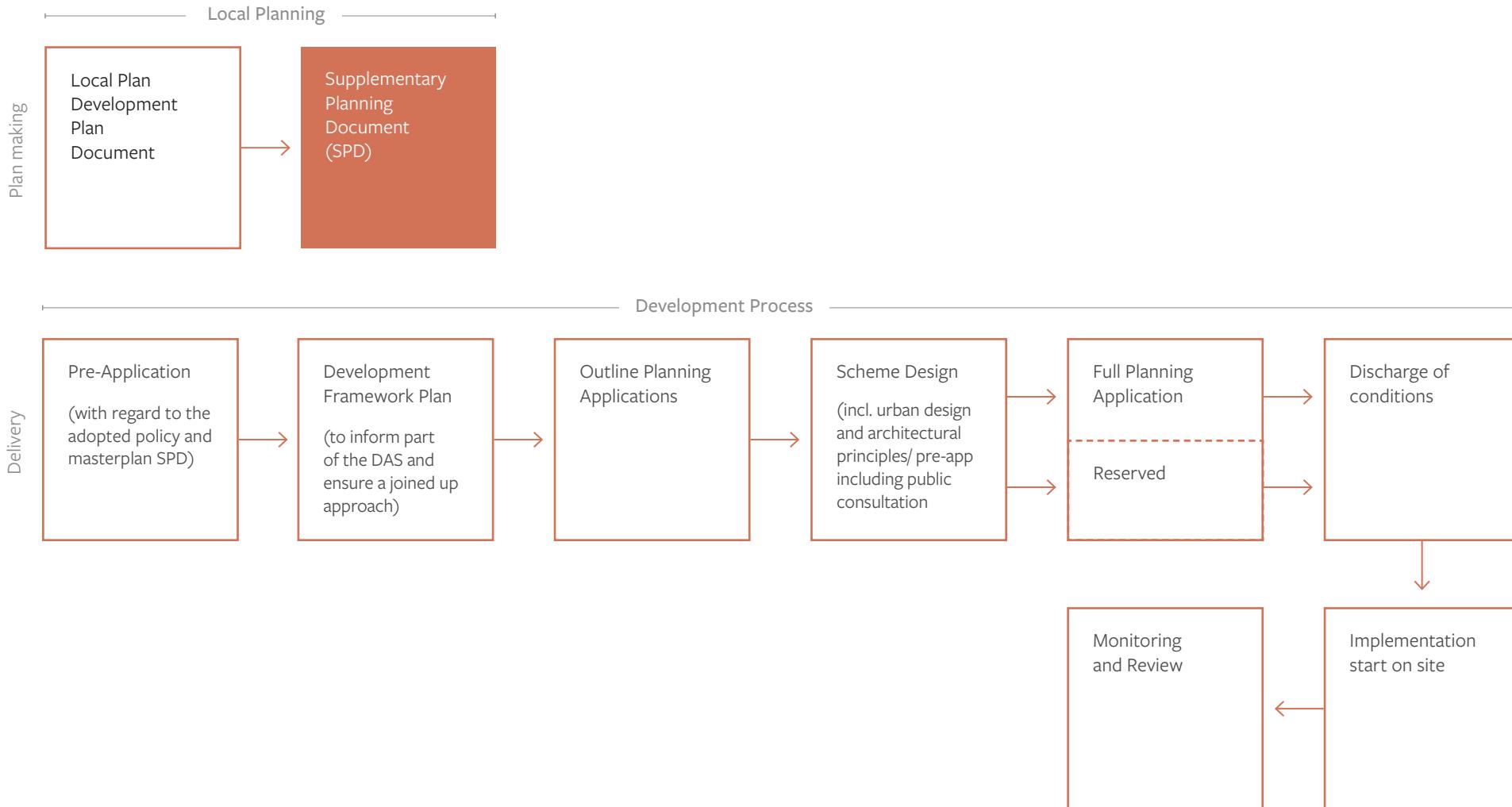
Above: The map shows the three new areas that are being masterplanned. These are shown on the Local Plan policies map as mixed use and green infrastructure.



Above: Mid Devon Local Plan Policies Map (Adopted July 2020)

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Setting the Scene



Above: Plan Making and Development Process

1.2 The Purpose and Role of the Document

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

It sets out a series of overarching design principles to achieve a high quality, locally distinctive and well integrated development, the major land uses and infrastructure to be accommodated on the site, together with the main features of the proposed development. The masterplan provides coordination and consistency of approach to the development of the site and its design. Much of the 2016 Masterplan is still relevant and has been replicated within this document. The main aims of the revised and updated document are to update the policy context and include the additional land parcels. The flow diagram illustrates where the SPD sits in the development process.

As was the case with the 2016 Masterplan, the guidance contained in this updated Masterplan will need to adapt to changing circumstances over time and is intended to include an element of flexibility to allow the development to take account of factors such as changes in the housing market, infrastructure requirements and costs, building costs and affordability. It therefore does not set out a rigid and prescriptive blueprint for the development, but instead sets out a series of key principles and guidance on how the urban extension should be designed and developed. More detailed guidance on urban design and architectural principles will be prepared before the detailed planning permission stage in order to elaborate upon the principles within this SPD.”

1.3 Planning Policy Context

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

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

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

Policy CU1 North West Cullompton

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

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

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

Policy CU1 makes the following changes:

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

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Setting the Scene

CU2 North West Cullompton Transport Provision

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

Two additional requirements have been added:

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

CU3 North West Cullompton Environmental Protection and Green Infrastructure

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

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

CU4 North West Cullompton Community Facilities

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

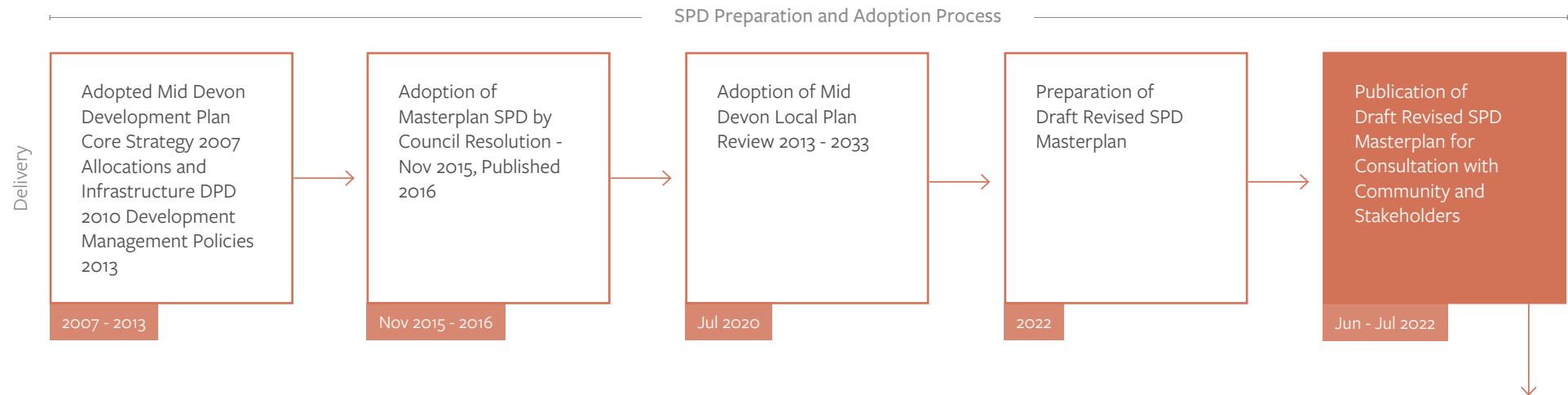
Policy CU5 North West Cullompton Carbon Reduction and Air Quality

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

Policy CU6 North West Cullompton Phasing

Policy CU6 makes the following changes:

- a) Affordable housing to be provided in broad step with market housing (changed from at a ratio of 1 affordable dwelling per 2 market dwellings).
- b) Adds provision of all serviced self-build plots after the through route linking Tiverton Road to Willand Road is operational.
- c) Provision of commercial development after the delivery of the first 500 houses and prior to the delivery of the first 800 houses, at a rate of at least 0.9 hectare per 150 occupied dwellings thereafter (changed from in step with housing, at a rate of at least 1 hectare per 100 occupied dwellings).
- d) Provision of 8.8 hectares of strategic green infrastructure including equipped public open space and one playing pitch prior to the occupation of no more than 500 dwellings (changed from the transfer of the green infrastructure to the local authority).
- e) Implementation of local bus service improvements prior to the occupation of no more than 500 dwellings and strategic bus service enhancements phased with development (changed from occupation of no more than 300 dwellings before the implementation of bus service enhancements).
- f) Occupation of no more than 500 dwellings before the opening of a ‘through route’ linking Willand Road to Tiverton Road and the delivery of traffic management measures on Willand Road (changed from 300 dwellings before the through route is open).
- g) Transfer of land for a primary school together with right of access to the Local Education Authority prior to the commencement of the development on the site, and transfer of funding for education facilities in instalments.
- h) The necessary sustainable urban drainage features, and linking pipe work is integrated and phased appropriately in step with development and, where required, temporary measures should be taken during construction to protect downstream areas from additional water run-off.
- i) Occupation of no more than 600 dwellings prior to the completion of the Cullompton Town Centre Relief Road.



1.4 The Supplementary Planning Document

The SPD provides an update with specific reference to the new land parcels and updates the policy context to take account of the Local Plan Review.

Updated policy context

This Masterplan SPD has been prepared in accordance with policies in the Local Plan Review 2013-2033 adopted 29 July 2020 (see 1.2 Policy context).

Where the 2016 Masterplan refers to policies in the Mid Devon Core Strategy 2007 and the Mid Devon Allocations and Infrastructure DPD, these references are updated and superseded by policies in the Mid Devon Local Plan Review 2013-2033.

Additional land parcels

In addition, this Masterplan SPD sets out the masterplanning framework for three additional parcels of land:

1. 5.2 hectares of land to the north of Tiverton Road
2. 11 hectares of land to the north-east of Goblin Lane
3. 14.2 hectares of land to the north

Modifications to be made following Public Consultation and Stakeholder Workshop

Aug - Sep 2022

Adoption of Document as SPD by Council Resolution

Dec 2022

1.0 Introduction

Setting the Scene

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

Codex Land - 17/01170/MOUT

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

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

Persimmon Homes - 17/01178/MFUL

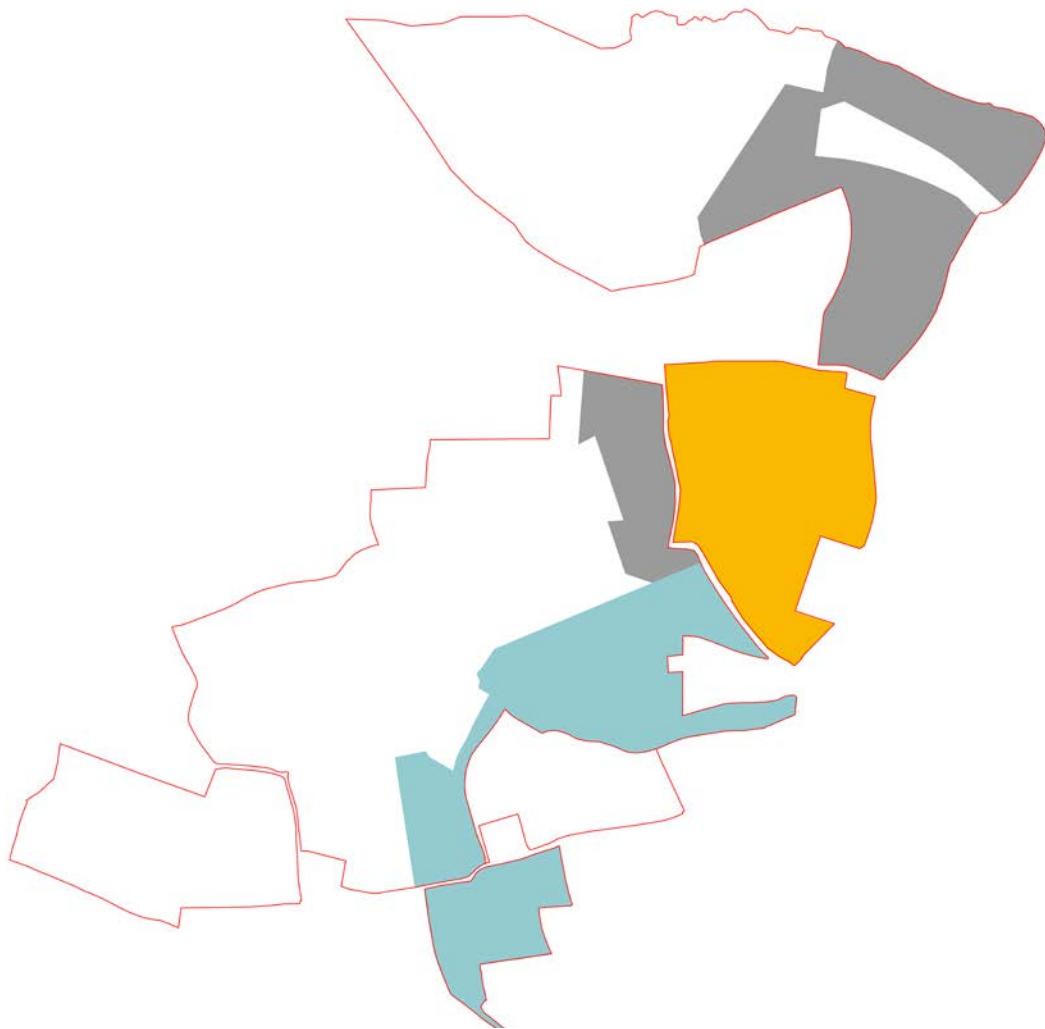
Erection of 200 dwellings, formation of new access, provision of phase of link road, primary school site, open space, landscaping and associated works.

PM Asset Management - 17/01346/MOUT

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

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

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



Key

■ Bloor homes

■ Persimmon Homes

■ Barratt David Wilson



1.0 Introduction

Setting the Scene

1.5 Consultation

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

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

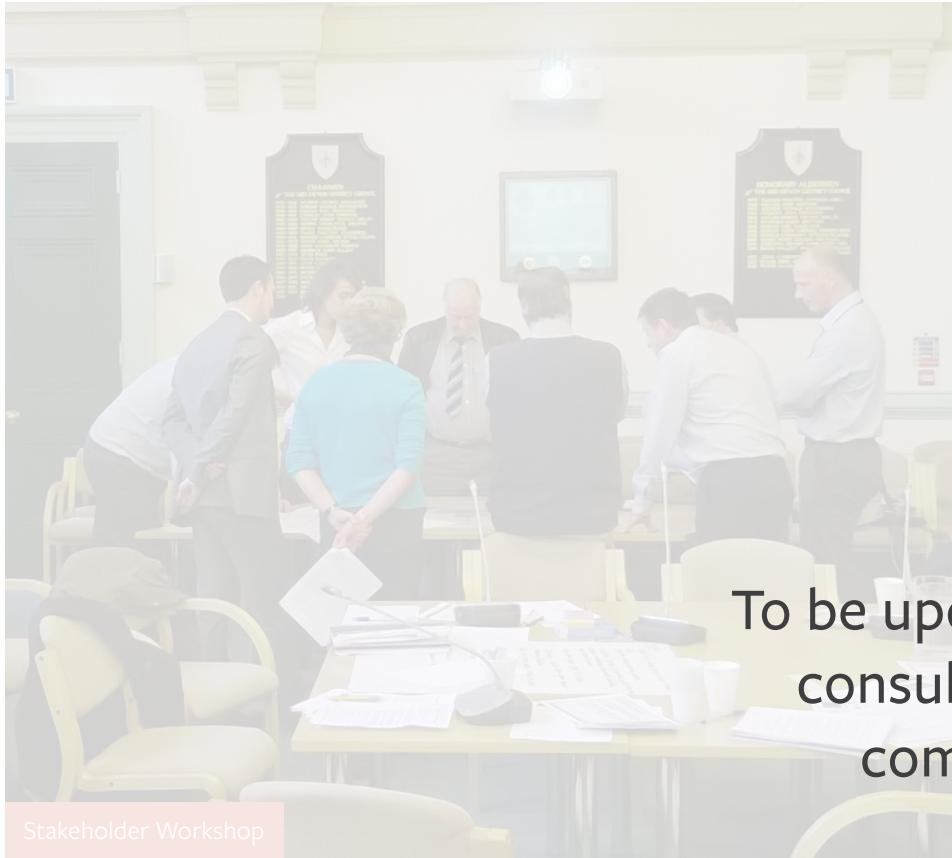
1.5 2022 Public Consultation Feedback

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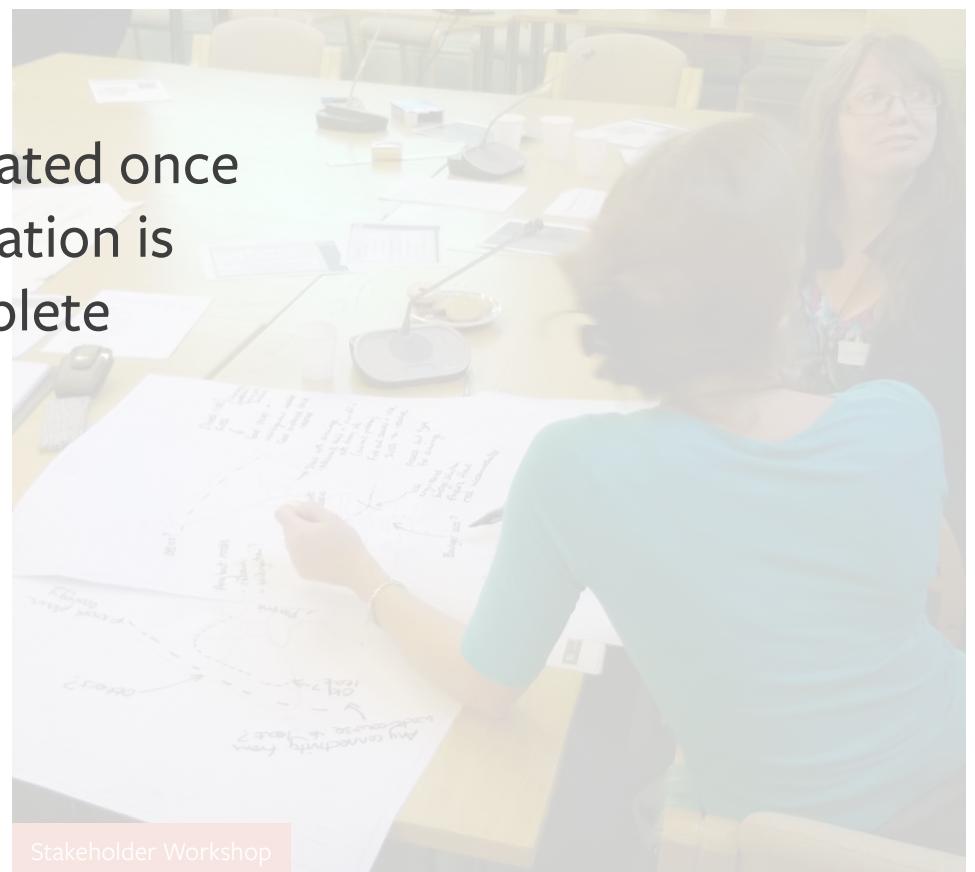
1.6 2022 Stakeholder Consultation Feedback

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To be updated once
consultation is
complete



1.0 Introduction

Setting the Scene

1.5 First Round Public Consultation Feedback

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

| Question | Response | Number of respondents | Percentage of total respondents (out of 65) | Percentage of respondents who answered the question |
|---|--|-----------------------|---|---|
| Should the boundaries between the green infrastructure and housing land be amended in 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* | | | |
| 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% | 30% |
| | 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 | | | 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 |

To be updated once
consultation is
complete

Response to Comments

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

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

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

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

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

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

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

You said: The current traffic problems within Cullompton were mentioned often in the representations received. Nearly a quarter of respondents expressed the need for either updating or creating a new motorway junction at the beginning of or before any more development occurred while nearly a third declared the need of a relief road to be in use early in the development or before any development occurred. Development should not result in the creation of new rat runs. It was also mentioned that the amount of car parking for dwellings needs to be adequate to ensure that cars are not parked on the roads.

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

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

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

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

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

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

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

Question: Where should the new primary school be located?

You said: Many commented that they would like to see the proposed sports pitches north of the site to be built close to 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)

To be updated once consultation is complete

We did: The school is proposed to be located on Rull Hill together with the sports pitches. The shared 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.

1.0 Introduction

Setting the Scene

1. Transport and Access

You said: Sports facilities need appropriate parking/route planning

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

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

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

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

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

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

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

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

We did: The design of the road immediately outside of the School will require careful consideration, the detail will be best considered as an

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

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

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

You said: Segregation of roads from the site and the town centre
To be updated once consultation is complete

We did: As part of the detailed design of this site the signing of all routes will be very important and a suitable 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 attenuate water to green field run off rates.

2. Green Infrastructure, ecology, flooding and drainage

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

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

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

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

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

We did: See GI strategy (chapter 4.5).

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

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

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

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

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

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

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

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

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

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

You said: Playing fields in close proximity to school proximity to the proposed school. Off site provision of part of the playing field requirement is also being considered.

3. Built environment, character and placemaking

You said: Early delivery of the school

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

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

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

You said: Show density more clearly

We did: Density plan shown in chapter 4.3.

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

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

You said: Character zones – density – not shown

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

You said: More than one supermarket

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

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

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

4. Vision

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

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

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

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

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

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

5. General Comments

You said: Integrity of scheduled ancient monument

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

To be updated once consultation is complete

1.0 Introduction

Setting the Scene

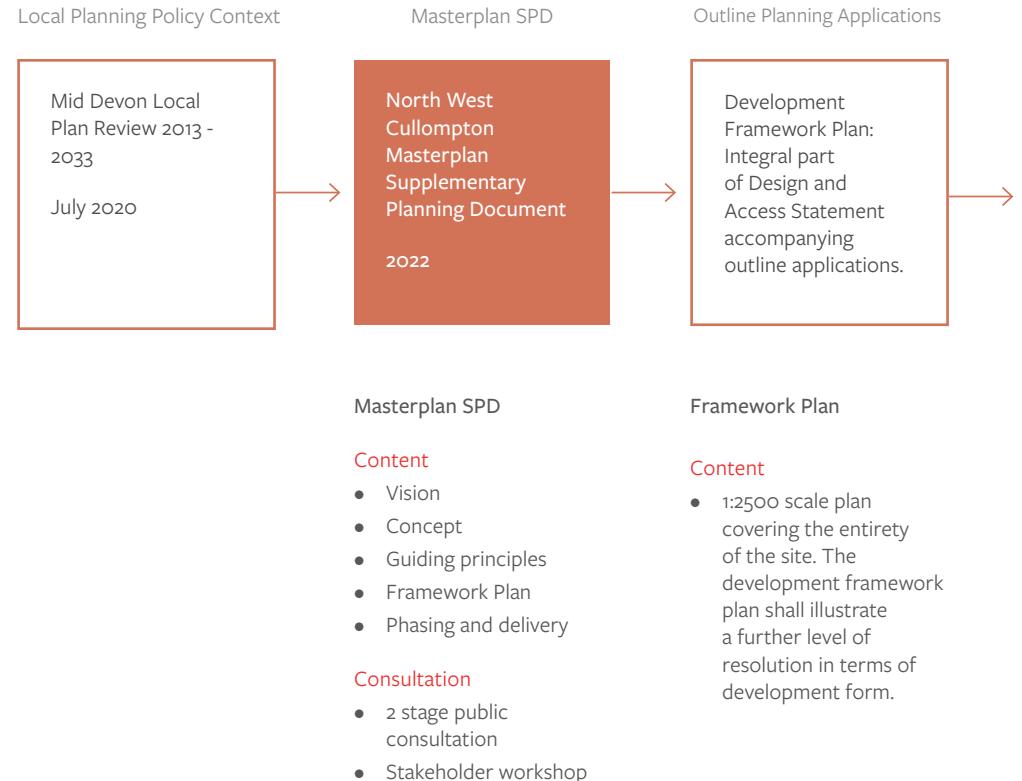
1.7 Design Process

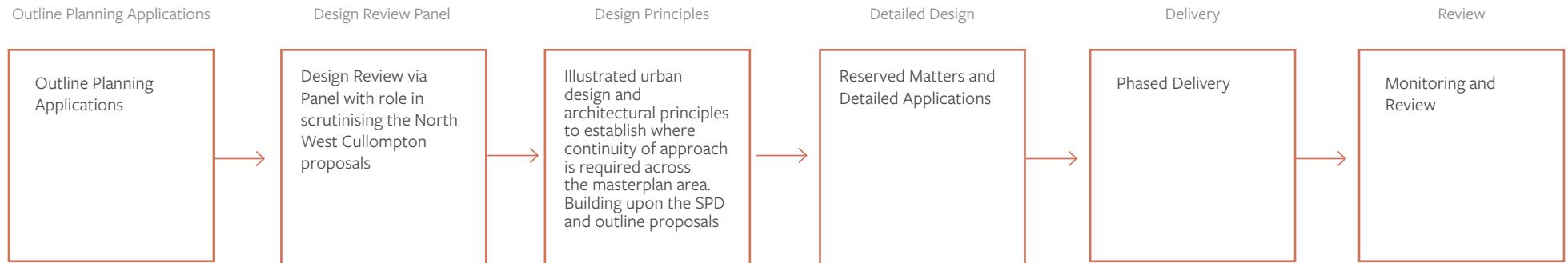
The design process as set out in the 2016 Masterplan is still relevant. A clear design process that ensures continuity, a comprehensive approach to design, and a focus upon quality, is an important pre requisite of ensuring that a successful neighbourhood is designed and built. This will require attention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

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

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

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





| Outline Planning Applications | Design Review Panel | Design Principles | Detailed Design | Delivery | Review |
|--|---|---|---|---|--|
| <p>Content</p> <ul style="list-style-type: none"> • Illustrative plan • Design and Access Statement to include proposed character areas, street/space typologies, alternative design approaches, sample blocks and key areas • Identify how masterplan principles are met • MDDC validation requirements • Environmental Impact Assessment as appropriate <p>Consultation</p> <ul style="list-style-type: none"> • Pre application consultation • Planning application consultation | <p>In order to ensure that the quality of design remains consistently high throughout the period of delivery it is important that the different stages in the design process are scrutinised by suitably qualified design professionals (e.g. The Independent Design Review Panel Devon).</p> <p>Design review should have a role in overseeing the content of the design principles and in reviewing detailed development proposals to ensure that they are consistent with the objectives of policy and the SPD masterplan.</p> <p>A Design Review Panel could be involved at various stages.</p> | <p>Urban design and architectural principles - Illustrative content</p> <p>Content</p> <ul style="list-style-type: none"> • Character analysis and identification of character areas • Reinforcing the structure • Block types and principles, parking, boundaries, public realm codes for character areas, architectural guidelines <p>Consultation</p> <ul style="list-style-type: none"> • Public Consultation • Stakeholder workshop | <p>Reserved matters and full planning application</p> <p>Content</p> <ul style="list-style-type: none"> • Detailed design in accordance with MDDC validation requirements. • Demonstration of compliance with policy, SPD masterplan, and the urban design and architectural principles. • Environmental Impact Assessment (if required at this stage) <p>Consultation</p> <ul style="list-style-type: none"> • Pre application consultation • Planning application consultation | <p>Phased Delivery</p> <p>To be developed in a number of phases in accordance with agreed phasing programme and delivery of community and transport infrastructure.</p> | <p>Monitoring and Review</p> <p>Review effectiveness of design process to ensure that successful built development is being achieved. Adapt guidance as appropriate and in accordance with changing circumstances.</p> |

2.0 About the site

Setting the Scene

2.0 About the site

Setting the Scene

2.1 The Site and its Location

Connections, Access and Movement

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

For full existing connectivity mapping see chapter 6.3.

The Town

The population of the town is approximately 8,499 (2011 census). The town centre is popular, vibrant and has a distinct and cohesive historic character. There is a mix of retail in the town centre, with local shops along the high street. There are also two supermarkets in Cullompton.

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

Location of the Site

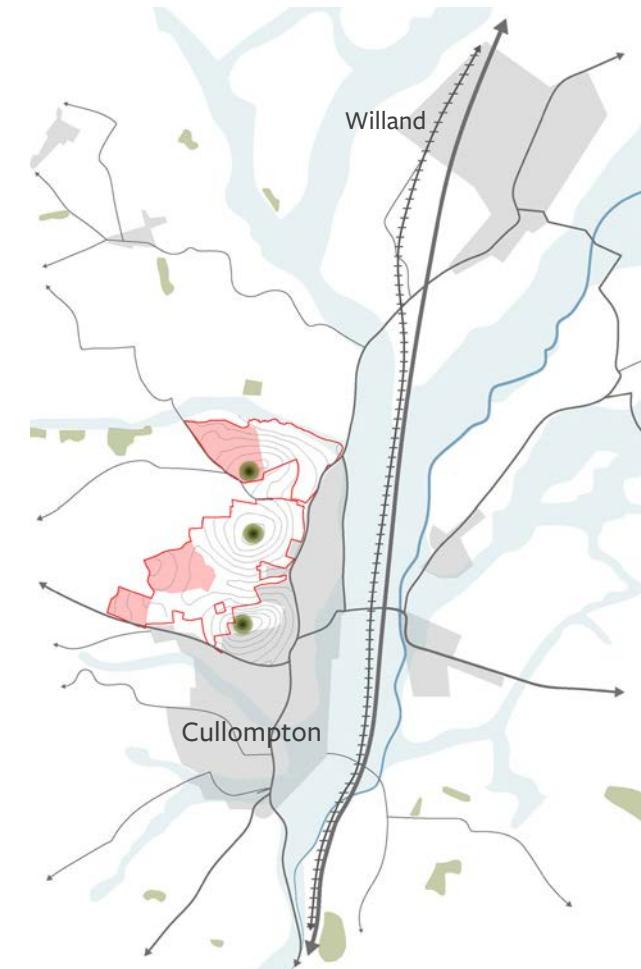
The location of the site to the North West edge of Cullompton has been identified as a suitable location for an urban extension of the town. The western boundary of the site is formed by hedgerows, the eastern, by Willand Road, the southern by hedgerows and development and Tiverton Road, and the northern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

Topography

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

[See chapter 6.6 for more details.](#)

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



Above: Site Location





2.0 About the site

Setting the Scene

2.2 Land Control

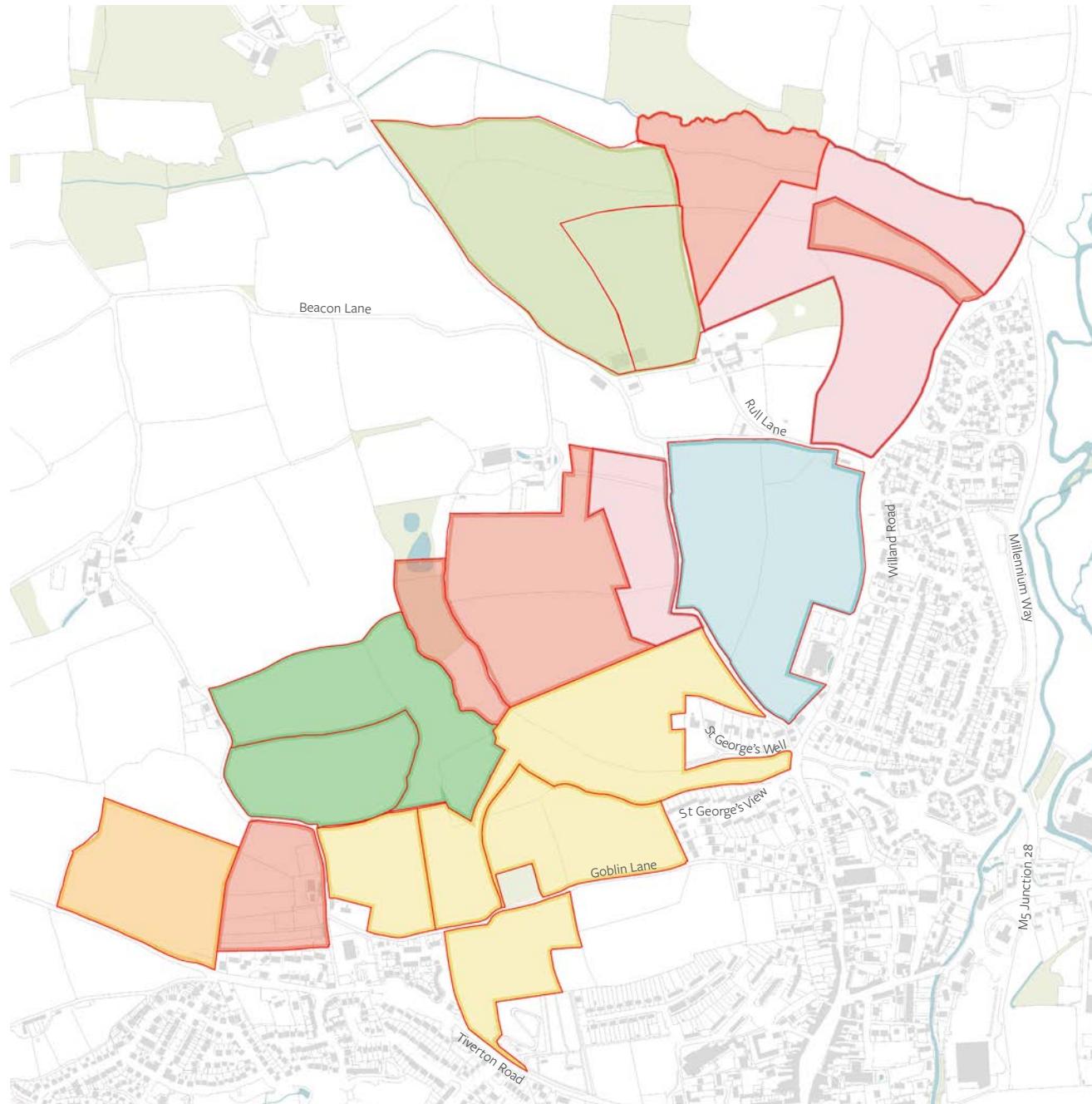
At the time of writing the site is split between a number of land ownerships. The diagram to the right shows the extent of control of the land promoters via agreements entered into with land owners.

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

Proposals for this are set out in Section 5.

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





Above: Land ownerships

Key

Site Allocation

Barratt David Wilson Homes

Codex Land

Persimmon Homes

Emmett land

Scoble land

Brunt land

Bloor Homes

2.0 About the site

Setting the Scene

2.3 Site Constraints & Opportunities

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

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

The following constraints were identified in the 2016 Masterplan and remain important for this revised Masterplan SPD. They have been identified as they are of particular importance to this site and have the most significant impact upon the overall shape of the plan and amount of development that can reasonably be achieved.

Topography

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

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

[See chapter 6.6 for the existing topography and gradients.](#)

Hydrology

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

[See chapter 6.8 for a hydrology constraints drawing.](#)

Connectivity and Movement

The site is positioned with good access to Tiverton Road, the

B3181 to Exeter and the M5. However, a north west link road with connections to Tiverton Road and Willand Road is required in order to minimise the impact of traffic on the town centre and to address air quality issues. There are three bridleways running through the site that will be retained. [See chapter 6.2 and 6.3 for the existing connectivity.](#)

Ecology

The habitats on the site include stream and ditch corridors, mature trees and species rich hedgerows. A protected species survey found that bats, dormice, badgers and nesting birds can all be found on the site. Several hedgerows on the site are classified as ecologically important under The Hedgerow Regulations 1997 due to the presence of dormice. These ecological constraints will be important in shaping the location, form and density of the development in relation to green infrastructure areas. [See chapter 6.7 for the ecology surveys and existing site constraints.](#)

Heritage

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

The setting of the new road in the landscape, boundary treatment and retention of natural features and existing screening will assist in the reduction of impact of the new development upon the setting of nearby heritage assets including the Scheduled Ancient

Monument and nearby listed buildings at Grown Farm, Little Rull, Paulsland Farmhouse and those associated with the cemetery. The location and planning out of green infrastructure will also assist in reducing impact upon the setting of heritage assets. A comprehensive assessment of proposals upon cultural and heritage assets together with settings assessments will be required as part of the Environmental Statement supporting planning applications.

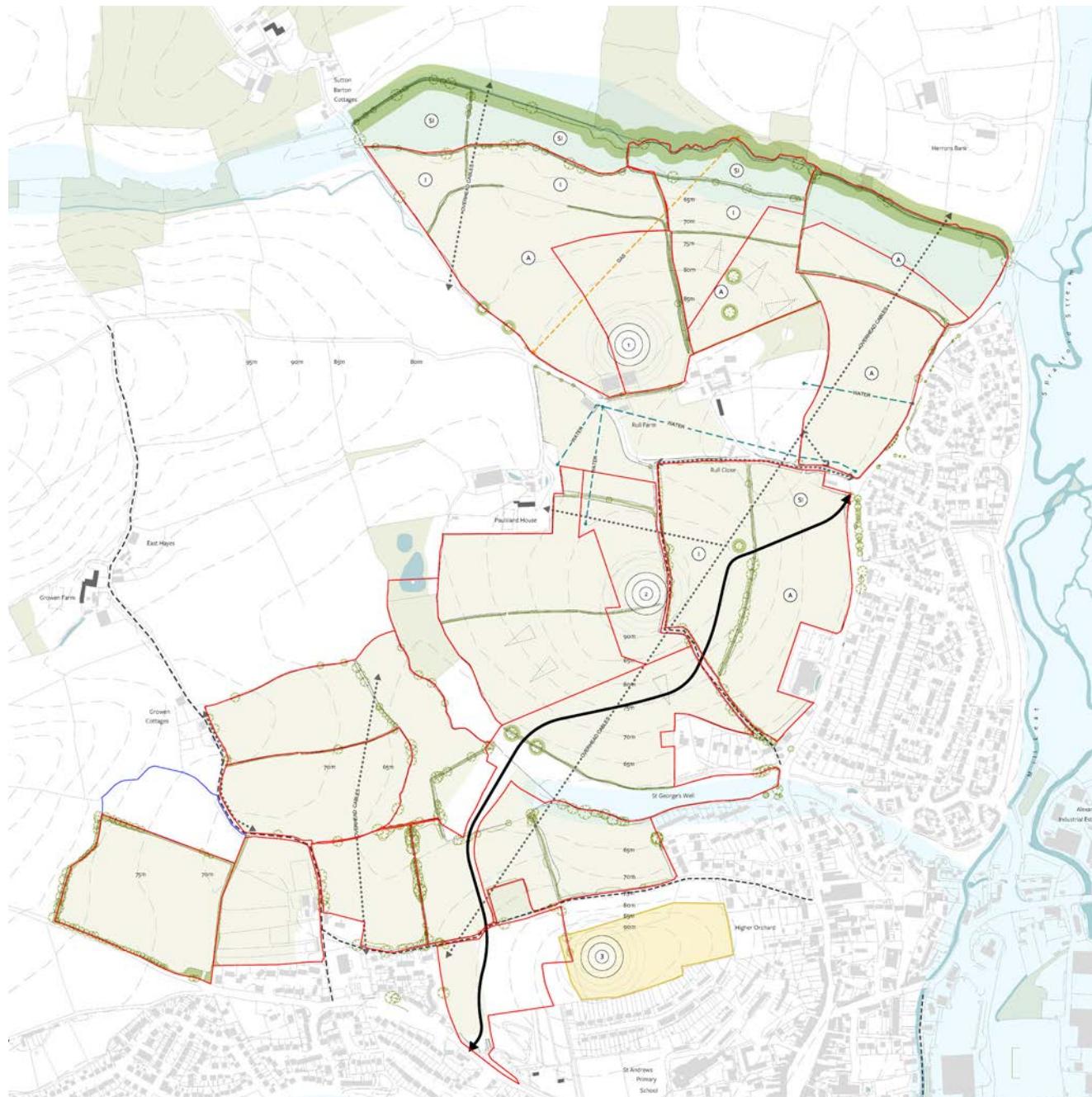
Development Area

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

Opportunities

Development of the site provides an opportunity to improve highway links on the northern side of Cullompton, connecting Millennium Way/ Willand Road and Swallow Way without going through the town centre to the benefit of air quality and helping to address congestion. The site will provide a range of community benefits including a new primary school and early years education provision. One of the key elements of the site is the potential for delivering 56 hectares of strategic green infrastructure to the benefit of not only new residents of the site but also residents of wider Cullompton. Affordable housing will assist in addressing housing need in the area.





Above: Summary of Site Constraints

Key

 Site boundary

PReW

 Woodland

○ Existing Tree

Existing Hedgerow

 Watercourse

 Floodzone

 Ancient Monument

 Listed buildings

Utilities

Overhead electric cables

Underground gas pipe

Underground water pipe

Ecology

Hilltops

Species rich hedgerows

Potential habitat for otters

Broadleaved trees

Poor semi-improved grassland

Improved grassland

Arable

Steep slope (greater than 1:10 gradient)

3.0 The Vision

Achieving a Quality Place

3.0 The Vision

Achieving a Quality Place

3.1 The Vision

2040. Living in North West Cullompton means being able to enjoy the best of both worlds: enjoying the best of Devon rural living, while also being close to the heart of Cullompton, a popular and thriving Mid Devon town with excellent shopping, employment and leisure facilities.

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

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

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

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



Above: Precedent images capturing the vision

3.0 The Vision

Achieving a Quality Place

3.2 Development Concept

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

Development Concept

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

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

A mixed use neighbourhood centre – At the centre of the southern area, well connected and easily accessible by existing and new residents. The neighbourhoods centre will have a mix of uses including shops, community facilities, care facilities,

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

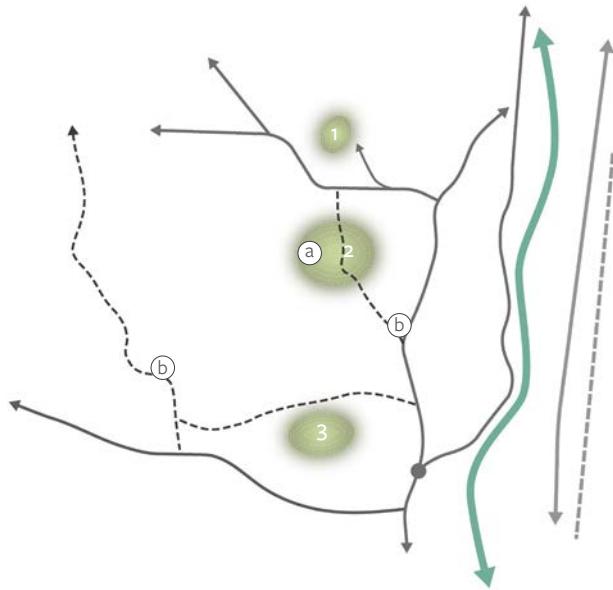
A new primary school – The heart of the new neighbourhood will be at the top of Rull Hill around the school, community uses, and hilltop park. The school is well connected along the link road with dedicated pedestrian links from the Willand Road and surrounding residential areas. The proposed sports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

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

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

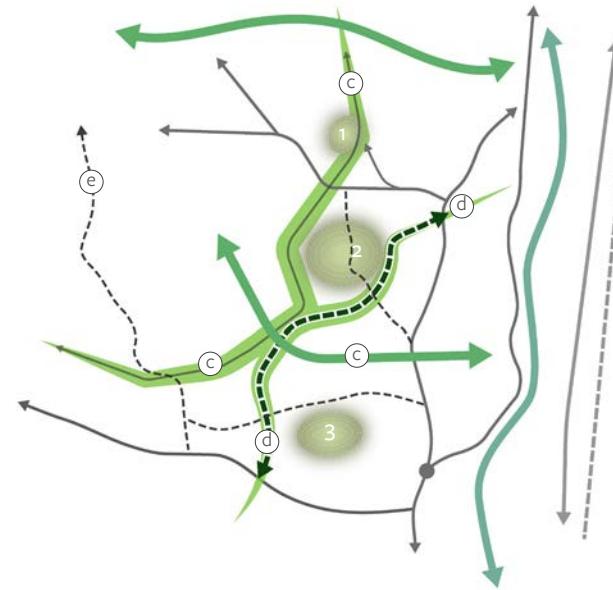
Residential development – Residential development is located around the three focal points of the site forming the key structure of the site. Development is shaped to provide enclosure and definition to spaces where needed, at a density appropriate to its proximity to the neighbourhood centre and edge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





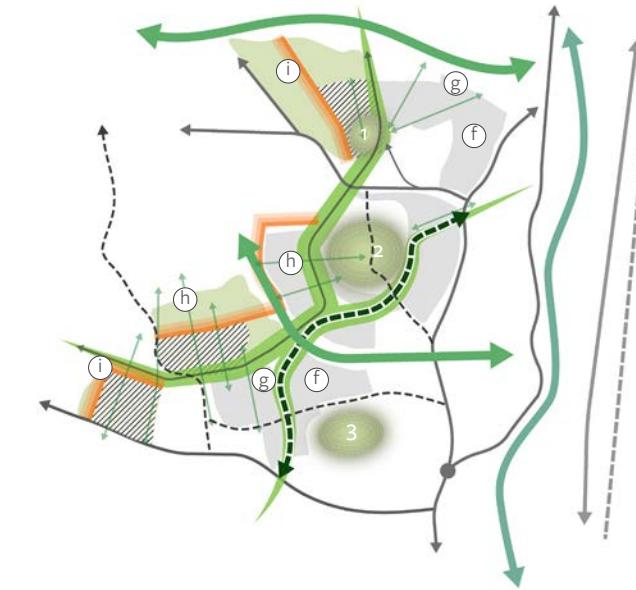
1. Three Hilltops and Green Infrastructure

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



2. Access and Permeability

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



3. Development and Place Making

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

3.0 The Vision

Achieving a Quality Place

3.3 Guiding Principles

This section draws together the planning policy aspirations and the key messages from the vision into a series of guiding principles informed by the development concept and from which the subsequent masterplan will be drawn.

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

Guiding Principle A: Urban Design- Placemaking & Quality Design

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

Site context: integrating into the surrounding

A1 Connections

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

A2 Facilities and Services

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

A3 Public Transport

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

A4 Meeting Local Housing Requirements

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

Creating a place

A5 Character

The scheme should create a place locally inspired by the characteristics of 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 to ensure publicly accessible spaces are well overlooked;

A15 Ownership

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

A16 Physical Protection

Neighbourhoods should include any necessary security features;

A17 Activity

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

A18 Management and Maintenance

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

A19 Structure

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

Guiding Principle B: Movement and Transport

Policy CU2 North West Cullompton Transport Provision sets out the requirements for transport provision to support the urban extension and specifies a series of enhancements including the provision of a new road suitable for buses linking Tiverton Road and Willand Road. The scheme will be required to ensure transport provision allows for accessibility for all modes of travel and will ensure pedestrian and cycle links both to/from the town centre and within the scheme itself. Existing public rights of way should be improved to aid accessibility. Bus service enhancements will also be required. MDDC expects the requirement of this policy and the following guiding principles to be met.

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

Site context: integrating into the surrounding

B1 Sustainable Travel

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

B2 Walkable Neighbourhood

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

B3 Street Hierarchy

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

B4 Linking to Existing Areas

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

B5 Pedestrian Routes

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

B6 Cycle Routes

Provision should be made to enhance connections and the ability to travel by cycle. *For existing movement and transport maps see chapters 6.2 and 6.3.*



Above: View down the High Street in Cullompton

Policy CU2 North West Cullompton Transport Provision

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

- a) Provision of a network of streets linking to the existing highway network, including a through route linking Tiverton Road to Willand Road suitable for buses and all agricultural vehicles;
- b) Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;
- c) Cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;
- d) Implementation of travel plans and other non-traditional

transport measures to minimise carbon footprint and air quality impacts;

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

3.0 The Vision

Achieving a Quality Place

Guiding Principle C: Landscape, Open Space and Recreation

C1 Existing Character

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

C2 Enhancing Existing Environment

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

C3 Strong Story for Green Infrastructure

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

C4 Multifunctional Green Infrastructure

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

C5 Management

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

For existing green space conditions see chapter 6.7.

Policy CU3 North West Cullompton Environmental Protection and Green Infrastructure

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

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



Guiding Principle D: Socially Equitable

D1 Employment and Community Uses

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

D2 Primary School

There should be access for all within the development to nursery and primary education. This should include 420 primary school places and early years provision and a children's centre service delivery base. This should be within a site of 2.1 hectares. Wider opportunities should be available for secondary, further and adult education.

D3 Health

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

D4 Usable Green Infrastructure

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

D5 Housing Mix

The percentage of affordable housing is amended to 28% subject to viability. Policy CU1 introduces the requirement for 5% of the housing to be for self and custom builders. Developers will be required to demonstrate how this requirement will be met. Self and custom build plots will not be required until after the completion of the new linking road so there is an expectation that phasing will reflect this. Self and custom build plots will require a suitable access and services to be provided to the site.

D6 Integrating with Existing Communities

The neighbourhood should be designed so that it respects and integrates positively with existing communities and so that they share the benefits. [For existing facilities and amenities see chapter 6.4.](#)

Policy CU4 North West Cullompton Community Facilities

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

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



3.0 The Vision

Achieving a Quality Place

Guiding Principle E: Economy and Employment

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

E1 Visibility and connections

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

E2 Facilities and services

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

E3 Public transport

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

E4 Meeting local employment requirements

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

E5 Character

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

E6 Working with the site and its context

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

E7 Car parking and servicing

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

E8 Creating well defined streets and spaces

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

E9 Legibility

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

E10 Streets for all

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

E11 Public and private spaces

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

-

E12 External storage and amenity space

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

Guiding Principle F: Energy, Resource Efficiency and Air Quality

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

Carbon reduction and low emission strategies will be required together with air quality assessment and mitigation. These issues are interlinked and will require a comprehensive approach covering construction and operational phases of the development. An Air Quality Management Area for Cullompton was designated in 2006 and an Air Quality Action Plan prepared which identifies measures to reduce air quality problems in the town centre, particularly through the provision of a town centre relief road, the funding for which will be by developer contribution.

F1 Maximising Solar Access

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

F2 Renewable Energy

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

F3 Solar Control

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

F4 Fabric Efficiency

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

F5 Energy Efficiency Controls

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

F6 Water Management

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

F7 Water Harvesting

Water harvesting and reuse opportunities should be incorporated where possible.

F8 Drainage

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

F9 Minimising CO Emissions

Scheme wide initiatives to minimise CO₂ emissions within the new and existing communities should be considered as part of a planning application together with the provision of associated infrastructure.

F10 Waste Recycling and Treatment of Waste

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

F11 Sustainable Travel

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

F12 Air quality

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

Guiding Principle G: Character

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

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

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

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

4.0 Creating the Structure

Achieving a Quality Place

4.0 Creating the Structure

Achieving a Quality Place

4.1 Masterplan

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

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

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;
- Streets, plots and open spaces have been designed to maximise the potential to utilise sunlight and daylight positively in the design;
- The site is in a sustainable location that is well connected to the wider community of Cullompton and beyond.
- Opportunity to consider the provision of an extra care housing scheme close to the local centre to meet the needs of housing for the elderly.

Community Facilities

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

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

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

The development proposal in North West Cullompton offers an opportunity to harness significant health benefits, both for future residents, and for visitors to the site. This SPD acknowledges the importance of healthy and active lifestyles through the provision of sporting facilities, community uses, allotments, orchards, play spaces and public open space connected by footpaths and cycleways.

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

Walkable neighbourhood

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

N





A. M5 Junction 28

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 pitch
3. Community building with changing facilities
4. Road linking Willand Road to Tiverton Road
5. Improve pedestrian connectivity to town centre
6. Improvements to Willand Road
7. Employment
8. Homezones
9. A clear hierarchy of streets and spaces
10. Gypsy and Traveller site
11. Sports pitches
12. Pedestrian access to school and medical centre
13. Improvements to existing paths

Landscape Interventions

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

4.0 Creating the Structure

Achieving a Quality Place

The plan sets out to promote the walking, cycling, and the use of public transport ahead of car use.

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

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

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

A hierarchy of streets

The masterplan illustrates a clear hierarchy of streets, lanes, tracks, footpaths, bridle paths and public open spaces that connect the local centre and employment area with the surrounding residential areas, and in turn, to the parkland that forms an integral and defining part of the new community. Clarity in the hierarchy of street types is important as it establishes a richer townscape and landscape that is easier for people to orientate within (find their way around). The resulting plan is permeable; providing lots of choices for pedestrians, and legible; creating memorable and recognisable public spaces.

Changes in density

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

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

The hilltops

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

The GI would have the character of a country park providing a landscape resource comprising; wetland areas; woodland areas; retained veteran trees; new tree planting in streets, open spaces and in the parkland; flat landscaped areas on top of the hills and steeper areas falling away from the hilltops; attenuation ponds and other SUDS features; allotments and orchards throughout the parkland providing easy access from all parts of the community; formal and informal play areas at different

scales – including a NEAP (Neighbourhood Equipped Area for Play), LEAPs (Locally Equipped Areas for Play) and LAPs (Local Areas for Play); new sports pitches; enhanced biodiversity; and retained ecology and enhanced hedgerows.

Making the Most of Local Features

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

Establishing a new community of the scale that is proposed can be a challenging process involving significant change – ensuring that there is some continuity and that existing features of the landscape are maintained and respected is 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 CU1 c) refers to the provision of 10,000 square metres commercial floorspace to provide employment. Suitable employment uses could include:

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

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

Class C1- Boarding or Guest Houses

Class C2 Care Homes or Extra Care Homes

- residential school, college or training centre.

Class B8-Storage or Distribution ;

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

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

4.0 Creating the Structure

Achieving a Quality Place

4.2 Amount and Use (Land Budget)

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

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



Above: Land Use

Key

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

4.0 Creating the Structure

Achieving a Quality Place

4.3 Densities

Residential

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

The number of houses specified in this document (1350 houses) should be considered as a target that may be less subject to a more detailed understanding of constraints.

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

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

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

Local Centre

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





Above: Densities

Key

- Allocation (Red outline)
- Low Density (Yellow)
- Medium Density (Orange)
- High Density (Dark Red)

4.0 Creating the Structure

Achieving a Quality Place

4.4 Movement

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

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

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

Strategic transport proposals

Policy CU2 confirms the strategic transport proposals that were identified as being required in support of the new neighbourhood. The masterplanning process identified a number of interventions that need to be carried out to make the development acceptable and ensure that transport is properly managed on site and in the surrounding area.

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

- Provision of a network of streets linking to the existing highway network, including a through route linking Tiverton Road to Willand Road suitable for buses and all agricultural vehicles;
- Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;
- Cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;
- Implementation of travel plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts;

In addition, financial contributions are required for:

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

Two additional requirements have been added:

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

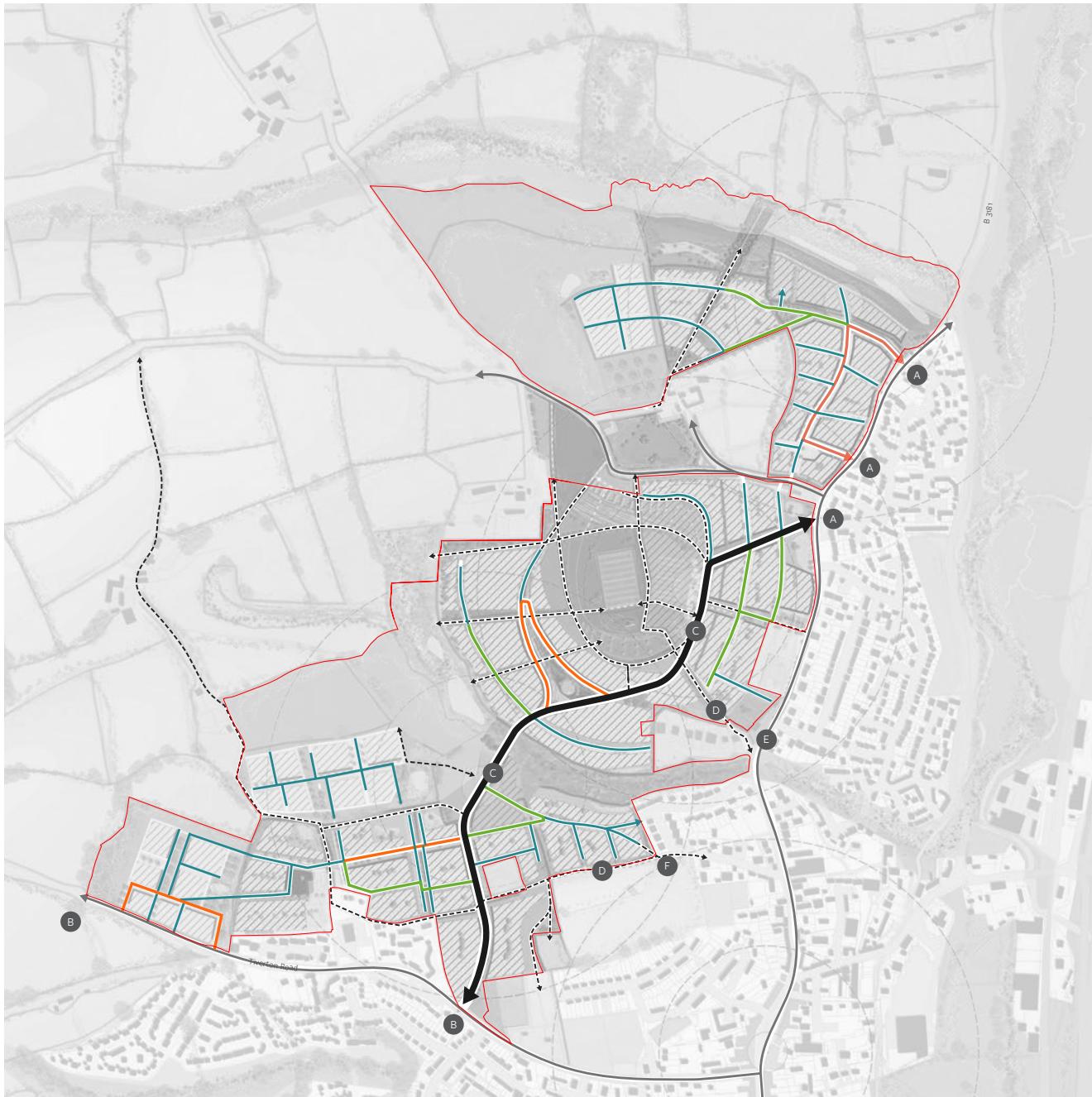
The requirements for implementation in accordance with agreed trigger points are set out in Section 5.

Local connections

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

- Enhancement and traffic calming along Willand Road to discourage through traffic from using a route through the town centre.
- Retention and upgrading of Goblin Lane as pedestrian and cycle access throughout the development.
- Pedestrian and cycle access to Rull Lane (indicated as tertiary routes on the diagram adjacent).
- Opportunity to provide vehicular access through to the existing allotments from the urban extension site to aid its accessibility and community use.





Key

- Allocation
 - A. New junction to B3181 Willand Road
 - B. New junction to Tiverton Road
 - C. Link Road
 - D. Improvements to existing rights of way
 - E. Enhancements to Willand Road
 - F. Goblin Lane

- Existing primary route
- Link road
- Primary route
- Secondary route
- Tertiary route
- Footpaths and bridleways

4.0 Creating the Structure

Achieving a Quality Place

4.5 Landscape and Open Space

Green Infrastructure

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

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

Landscape precedents

Strategic Planting

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

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

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

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



4.0 Creating the Structure

Achieving a Quality Place

4.5 Landscape and Open Space

A. Hilltop Parks

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

Excellent views will be afforded across the Culm valley and beyond towards the Blackdown Hills.

B. Green Links to Hilltops

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

C. Enhanced Biodiversity

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

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

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

drainage will form part of the planning application stage.

E. Pedestrian and Cycle Connections

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

F. Wetland areas

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

G. Woodland areas

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

H. Retained Hedgerows and Veteran Trees

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

I. Areas for informal recreation

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

J. Community Allotments

Within Rull Hill park, community allotments are proposed.

Allotments are in demand and provide an opportunity to promote sustainable living through the production of food, light exercise and social interaction.

K. Community Orchards

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

L. Formal play areas - including a MUGA, NEAP, LEAPs and LAPs

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

M. New sports pitches

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

N. Areas retained for farmland

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

O. Community Health Garden

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





Above: Landscape and Open Space

Key

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

4.0 Creating the Structure

Achieving a Quality Place

4.6 Drainage Strategy

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

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

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

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

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

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

Glossary of terms:

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

Rainwater harvesting: Rainwater harvesting systems collect clean rainwater in underground tanks. The rainwater captured can then be used for flushing toilets, washing clothes, watering the

garden, and washing cars etc. resulting in a reduction (as much as 50%) in the amount of mains water used within the home.

Soakaways: Soakaways are features that are designed to direct surface water to ground where infiltration rates permit. They usually comprise a square or circular excavation that is either filled with rubble or lined with brickwork, pre-cast concrete or polyethylene rings/perforated storage structures surrounded by granular backfill.

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

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

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



Key

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

4.0 Creating the Structure

Achieving a Quality Place

4.7 Character Assessment

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

Design approach

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

The character areas should take into account the existing landscape, ecological and topographical characteristics of the site. As such they will be quite different, ranging for example, from the local centre near the base of the hills, by St. George's Well, to the green infrastructure on Rull Hill.

Residential densities and therefore the character and appearance of housing areas will graduate across the site as shown in chapter 4.3.

The highest densities will be at the heart of the local centre and along the link road, and lower densities on the edges of the site

allowing the built form to feather into the landscape at the edge of the development.

The design process and additional design work required in chapter 1.8 should use these character area principles as a starting point for more detailed guidance together with developing a clearer understanding of local building traditions and characteristics of the surroundings of the site and Cullompton itself.

Link Road (A)

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

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

Local Centre (B)

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

It will need to be highly accessible with good pedestrian and cycle connections and form a high quality, attractive location incorporating a range of uses together with public space to

interact socially within a landscape setting. Ground floor uses should create variety and vitality, while remaining flexible. Upper floors could accommodate residential uses and appropriate employment uses. With a combination of town houses and apartments, the residential density here would be in the region of 40 - 50dph. The local centre would also be a hub for bus services moving along the link road and into the town centre.

School and Community Centre (C)

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

Rull Hill (D)

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

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

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5.0 Delivering the Place

Achieving a Quality Place

5.0 Delivering the Place

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5.1 Infrastructure and Planning Delivery

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

Policy CU6 is set out below:

Policy CU6 North West Cullompton Phasing

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

- a. Provision of affordable housing will be in broad step with the market housing;
- b. Provision of all serviced self-build plots after the ‘through route’ linking Tiverton Road to Willand Road is operational;
- c. Provision of commercial development after the delivery of the first 500 houses and prior to the delivery of the first 800 houses, at a rate of at least 0.9 hectares per 150 occupied dwellings thereafter;
- d. Provision of 8.8 hectares of strategic green infrastructure including equipped public open space and one playing pitch prior to the occupation of no more than 500 dwellings;
- e. Implementation of local bus service improvements prior to the occupation of no more than 500 dwellings and strategic bus service enhancements phased with development;
- f. Occupation of no more than 500 dwellings before the opening of a ‘through route’ linking Willand Road to Tiverton Road and the delivery of traffic management measures on Willand Road;
- g. Transfer of land for a primary school together with right of access to the Local Education Authority prior to the commencement of the development on the site, and funding for education facilities in instalments;
- h. The necessary sustainable urban drainage features, and linking pipe work is integrated and phased appropriately in step with development and, where required, temporary measures should be taken during construction to protect downstream areas from additional water run-off; and
- i. Occupation of no more than 600 dwellings prior to the completion of the Cullompton Town Centre Relief Road. Provision of M5 access improvements before any dwellings are occupied and thereafter broadly in step with development.

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

The strategy is set out in the following sections and will achieve policy expectations for the phasing of employment and housing, green infrastructure, highway improvements, bus service enhancements, transfer of land and funding for the primary school.

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

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

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

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

5.2 Housing Delivery

Assumptions around the rate of housing delivery

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

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

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

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

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

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

Assumptions on housing mix and population profile

The Mid Devon Local Plan 2013-2033 sets out a 28% target for affordable housing (subject to viability) within the urban extension. It is recognised that developments must be viable and that affordable housing may make a considerable difference to viability. This development will need to contribute significant sums towards the cost of infrastructure which will have a significant impact upon viability, particularly in the early phases.

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

housing should be delivered in step with market housing. Affordable housing provision will need to have regard to needs assessment within the Cullompton area. The Council has already identified that at least 5 pitches for gypsies and travellers will be needed as part of the affordable housing provision via policy CU1 of the Mid Devon Local Plan 2013-2033.

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

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

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

5.0 Delivering the Place

Achieving a Quality Place

5.3 Approach to Development Phasing

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

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

As this development is expected to take place over a period in the order of 11 years, it is recognised as important that an element of flexibility is retained in order that the development can respond to changing circumstances over time.

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

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

- How the supporting infrastructure specified in this SPD for the specific number of units proposed in the application will be secured;
- How appropriate sustainable access for new residents can be achieved between the housing development and supporting infrastructure (e.g. primary school) where appropriate;
- Whether the development proposed will prejudice delivery of other land holdings within the urban extension or the whole master plan, or result in an unacceptable impact on existing residents;
- How the proposed phasing complies with policy Policies CU1 and CU6 and any subsequent review of the Development Plan in relation to it;
- In the event that delivery of an earlier phase, part of a phase or land holding has stalled, proposals to bring forward later planned phases will be considered provided they do not undermine delivery elsewhere within the overall site, the provision of supporting infrastructure and mitigation of the impacts of the development as a result of earlier delivery.

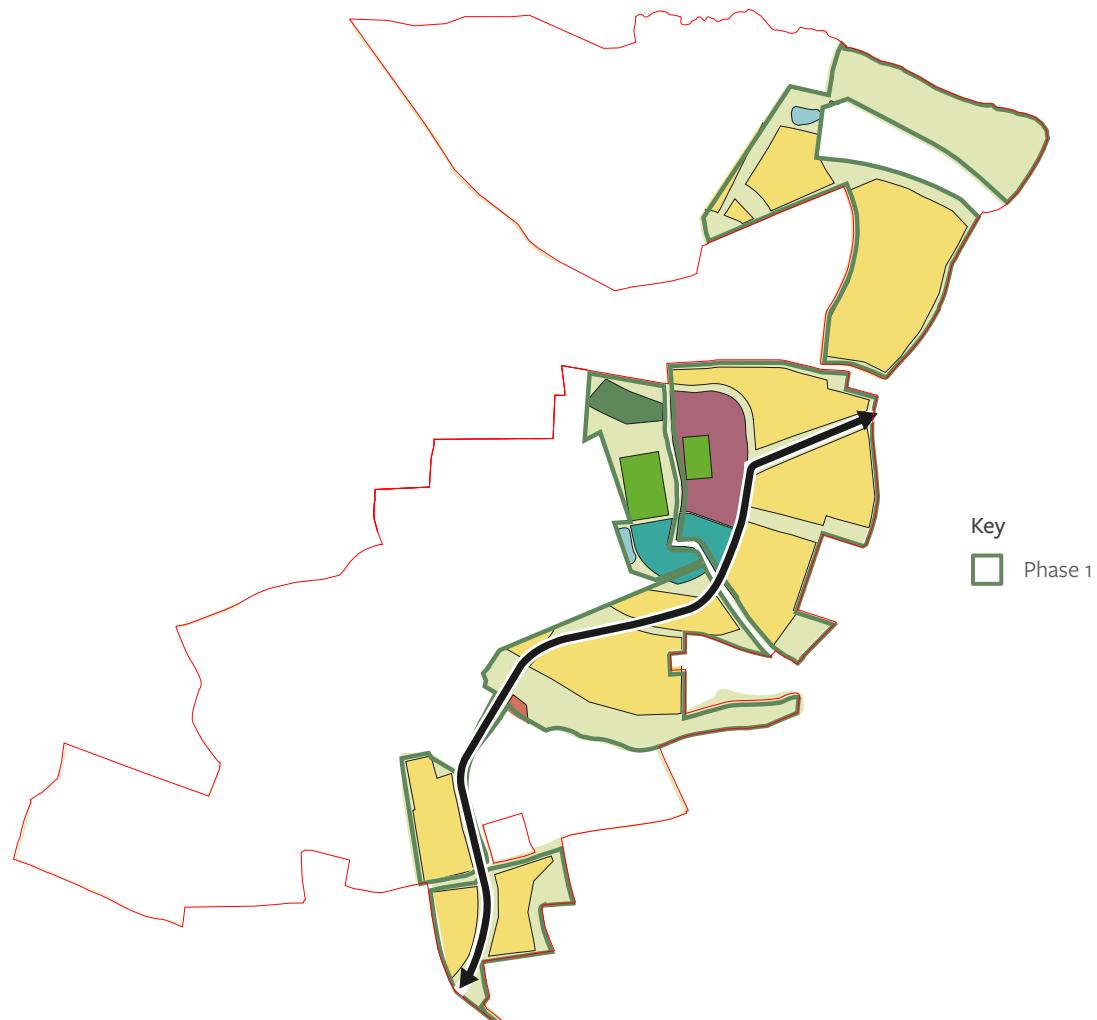
The overall approach taken towards phasing and infrastructure delivery in this SPD is to seek to ensure that each phase of development is as self-sufficient as possible whilst delivering necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following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

5.0 Delivering the Place

Achieving a Quality Place

Phase 1:

- 600 houses
- 10% affordable housing
- Link Road - whole length
- Persimmon will be able to build out remaining dwellings on this land parcel (up to circa 200 in total) once the link road from Willand Road is delivered to the boundary with adjacent land ownership parcel to the SW
- Traffic management measures on Willand Road, Saxon Way, Plantagenet Drive and Norman Drive
- Provision of footways in Millennium Way to bus stops
- Transfer of 2.1 ha of serviced and accessible land for primary school and associated sports pitch
- Transfer of 0.4 ha of serviced and accessible land for community building
- Rull Hill - hilltop green infrastructure including sports pitch, allotments, community orchard and an equipped play area
- Transfer of health garden land to serve Culm Valley Integrated Health Centre



Above: Phase 1 plan

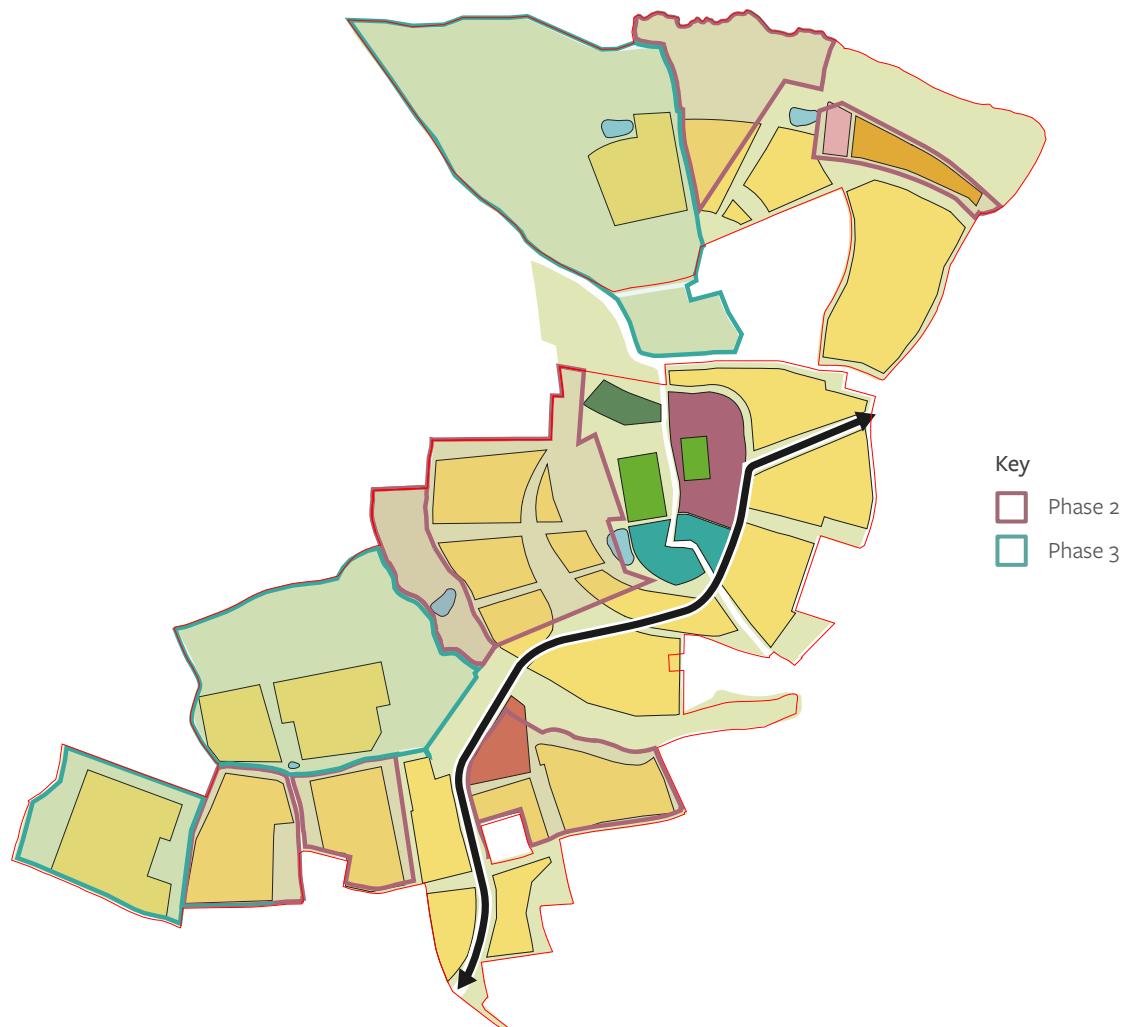


Phases 2/3:

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

Key

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



Above: Phases 2 & 3 plan

5.0 Delivering the Place

Achieving a Quality Place

5.4 Construction of Road Infrastructure

The proposed time frame for the completion of the link road is 2-3 years from the start of the development. The housing trajectory table on shows that by the end of year 2 up to 250 houses will have been built, with up to 400 houses completed by the close of Year 3, and 550 houses completed by the end of Year 4.

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

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

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

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





Key

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

5.0 Delivering the Place

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5.5 Infrastructure Requirements

Infrastructure Required and Triggers for Delivery

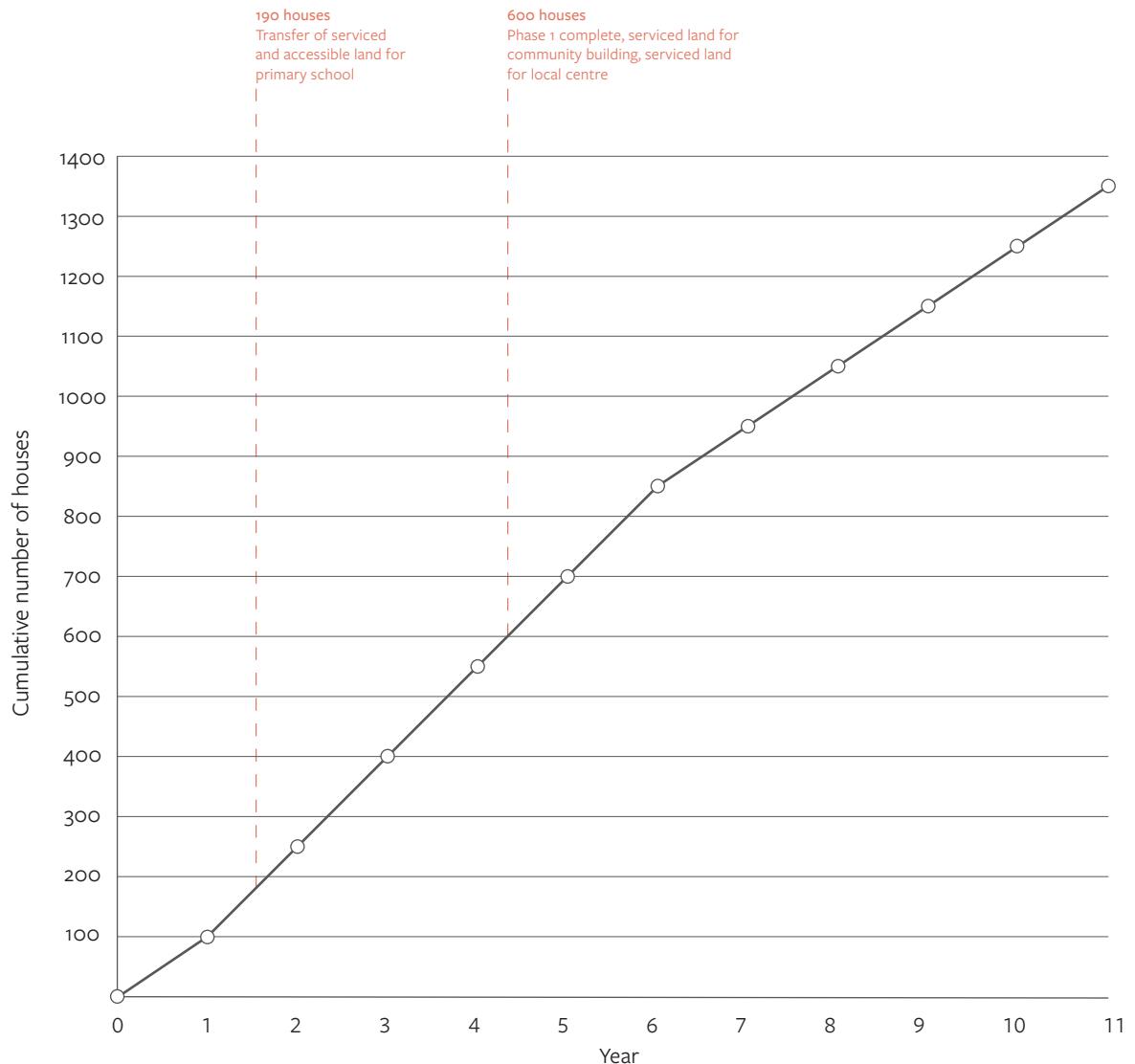
The key elements of infrastructure required to support the vision and aims of sustainable development at Cullompton's new neighbourhood have been based on requirements set out in the Mid Devon Local Plan 2013-2033 together with information collected from stakeholders and the wider community.

The infrastructure necessary to support the urban extension must be delivered in a timely way in order to reduce the impact of the development. The key infrastructure requirements for the urban extension are identified within the Mid Devon Local Plan.

These are listed in the following table in relation to the anticipated phase of development and identified trigger points. This table concentrates upon infrastructure requirements common to different areas and ownerships where coordination over delivery is most required. Further site specific infrastructure will be required on a more local basis, for delivery under individual detailed planning permissions for the relevant phase of the development such as footpaths and streets and non-strategic habitat mitigation.

A range of utilities related infrastructure will also be required such as power, water and foul drainage. Provision for these will need to be made in step with the requirements of each phase of development and ensuring that provision is coordinated between phases. It is important that the necessary provision of utilities is borne in mind in considering the viability of the development.

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



Above: Indicative timeline

| Key infrastructure required | Anticipated phase for delivery and trigger point where known | Lead delivery organisation |
|--|---|----------------------------|
| Access and Transport | | |
| Opening of a through route linking Willand Road to Tiverton Road | Phase 1 - prior to occupation of no more than 500 dwellings | Developer |
| Provision of the section of through route from Willand Road to the primary school site | Prior to the occupation of no more than 50 dwellings on this land control parcel or within 18 months of the commencement of the development on this land control parcel, whichever is sooner | Developer |
| Provision of the section of through route from the primary school to the boundary with the adjacent land control parcel to the south west | Prior to the occupation of no more than 100 dwellings on this land control parcel or within 30 months of the commencement of development on this land control parcel, whichever is the sooner | Developer |
| Traffic management measures on Saxon Way, Plantagenet Drive and Norman Drive | Phase 1 | Developer |
| Footway and shared use link along Millennium Way | Phased with development | Developer |
| Cycle and pedestrian routes through the development and GI area | Phased delivery from occupation of first dwelling | Developer |
| Cycle and pedestrian links to and from the town centre | Phased with development | Developer |
| Education Facilities and Community Building | | |
| Transfer of serviced and accessible land for a primary school (2.1 hectares) | Phase 1 | Developer |
| Provision of primary school building, playing pitch and early years facilities | Phased with development according to Devon County Council's requirements | Developer / DCC |
| Enhancements to secondary education provision | Phased with development | Developer / DCC |
| Transfer of serviced and accessible land for community building (0.4 hectares) | Phase 1 | Developer |
| Provision of community building | Phase 2 | Developer |
| Transfer of serviced and accessible land for health garden | Phase 1 | Developer |
| Employment and Local Centre | | |
| Provision of serviced and accessible employment land | Phase 2 | Developer |
| Employment buildings built with demand | Phase 2 | Developer |
| Serviced land for Local Centre | Phase 1, once link road is open | Developer |
| Green Infrastructure | | |
| Rull Hill green infrastructure (7.4 ha) including allotments (0.7 ha) and one equipped play area (0.45 ha) with necessary financial support and management | Phased with development | Developer |
| One playing pitch (1.4ha) with necessary financial support and management | Phase 1 | Developer |
| Other green infrastructure including second equipped play area and off-site provision of third playing pitch with necessary financial support and management | Phases 2 and 3 | Developer |
| Sustainable urban drainage systems (SUDS) | Phased with development | Developer |
| Gypsy and traveller site | | |
| Serviced land for gypsy and traveller site (sufficient for at least 5 pitches) | Phase 2 | Developer |

* Link road likely to be delivered within 2-3 years of commencement of construction of the development as a whole. The Transport Assessment will need to demonstrate impacts on Tiverton Road are acceptable.
Note: The numbers of dwellings are cumulative from the beginning of the first phase and do not include those provided at the Olympian Way development

5.0 Delivering the Place

Achieving a Quality Place

5.6 Monitoring and Review

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

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

It is possible that during the life of this masterplan, there may be further changes to the adopted policy of this Council, given that the Council is progressing a review of the adopted Local Plan. In the event that the current adopted policy is superseded, the implications of this on this SPD and its implementation will be reviewed and amended if required.

The extent to which the strategic policy objectives and vision are being achieved will be monitored by the Council against the policy prevailing at that time.

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





Above: Framework plan

A. M5 Junction 28

Residential

B. B 3181

Employment

C. High Street

School

D. St Andrew's Primary School

Gypsy and Traveller

E. Goblin Lane

Open Space

F. Willand Road

Attenuation pond

G. Rull Lane

Allocation boundary (development)

H. St George's View

Allocation boundary (GI)

I. St Andrew's Estate

J. Cullompton Health Centre

River Culm

Urban Interventions

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

Landscape Interventions

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

5.0 Delivering the Place

Achieving a Quality Place

5.7 Requirements of Future Planning Applications

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

The Council intends to deliver the required infrastructure associated with this development, via site specific S106 agreements. It is considered that this mechanism will be the most effective in delivering the necessary infrastructure.

Information forming part of a planning application must meet standard national requirements. In addition the Council's local validation requirements must also be met.

These are available here: middevon.gov.uk/residents/planning/

A list of information to be submitted as part of an outline application for the development of the site is provided below. It should be noted that this list is not exhaustive and further requirements may be identified as a result of pre-application discussions. Some elements may also be more appropriately submitted at reserved matters stage dependent upon the scope of the application made at outline application stage.

1. Masterplanning and Design

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

2. Planning

- Planning Statement
- Floorspace schedule outlining indicative scale of proposed land uses at the neighbourhood centre and subject to that floorspace, a retail impact assessment.
- Draft Heads of Terms for Section 106 Agreement
- Viability Appraisal and independent review with details to be agreed with Mid Devon District Council
- Affordable Housing Statement
- Statement of Community Involvement (SCI)
- Whole-site Infrastructure Delivery Plan

- Neighbourhood management Plans – to cover future maintenance of community spaces and buildings
- Planning statement including reference to conformity/non-conformity with this masterplan SPD
- Green infrastructure strategy for the scheme as a whole identifying component elements together with proposals for management and ongoing maintenance.
- Health impact assessment.

3. Sustainability

- Sustainability & Energy Assessment incorporating a carbon reduction and low emissions strategy for the allocation site as a whole- outlining the approach taken to integrating sustainability during the design process. This can include topics such as water use, materials, surface water run-off, waste, pollution, health and wellbeing, management, ecology and transport. This should also include estimated energy loads and consumption as well as predicted CO₂ (carbon) emissions of the overall development and how air quality is to be addressed.
- Waste audit statement – to demonstrate how waste will be managed according to the waste hierarchy. To cover waste arising from the construction stage and following occupation of the new properties within the masterplan area.

4. Traffic & Transport

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

- External lighting Assessments – to include assessment on habitat areas and where details of high-intensity lighting (e.g. floodlights) are included or indicatively shown near to sensitive/residential areas
- Land Contamination Assessments
- Site Waste Management Statement
- Construction Management Plans
- Utility Infrastructure Report

5. Environmental Impact

- Environmental Statements which should follow the requirements as set out in any scoping opinion
- Landscape and Visual Impact Assessments
- Arboricultural Survey & Landscape Plan, including tree and hedgerow removal details
- Biodiversity & Ecological Reports including Management Plan Archaeology Assessments
- Air Quality Assessment – to include Low Emission Strategy
- Noise Assessment
- Flood Risk Assessment
- Sustainable Drainage Strategy together with proposals for ongoing management and maintenance.
- Heritage Statement including description of significance of any affected heritage assets.

6.0 Factors Shaping Development

Appendix A

6.0 Factors Shaping Development

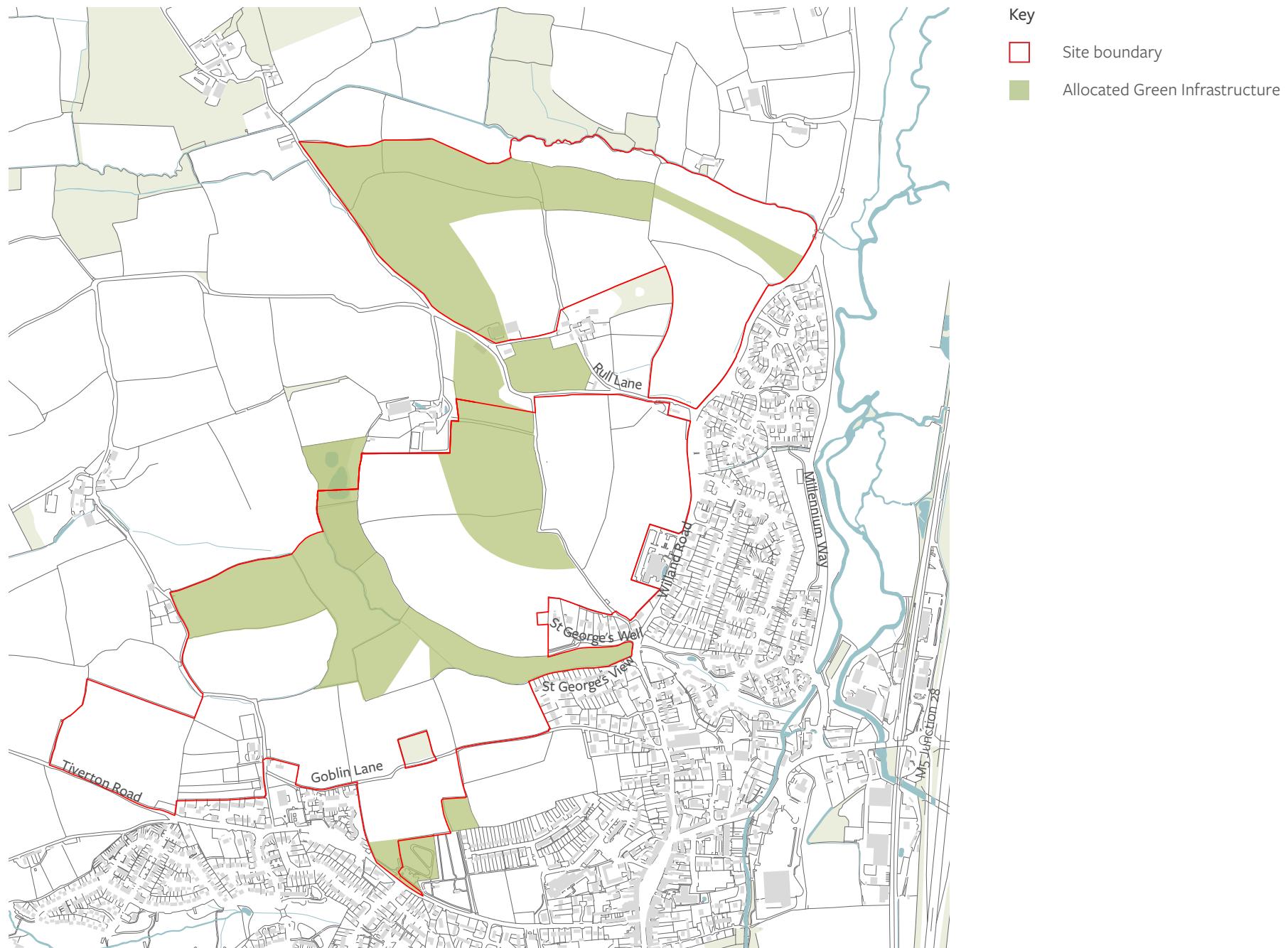
Appendix A

6.1 Scope and Extent

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

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





6.0 Factors Shaping Development

Appendix A

6.2 Cullompton Wide Connectivity

Survey/Analysis:

Mapping 2022

Situation/Summary:

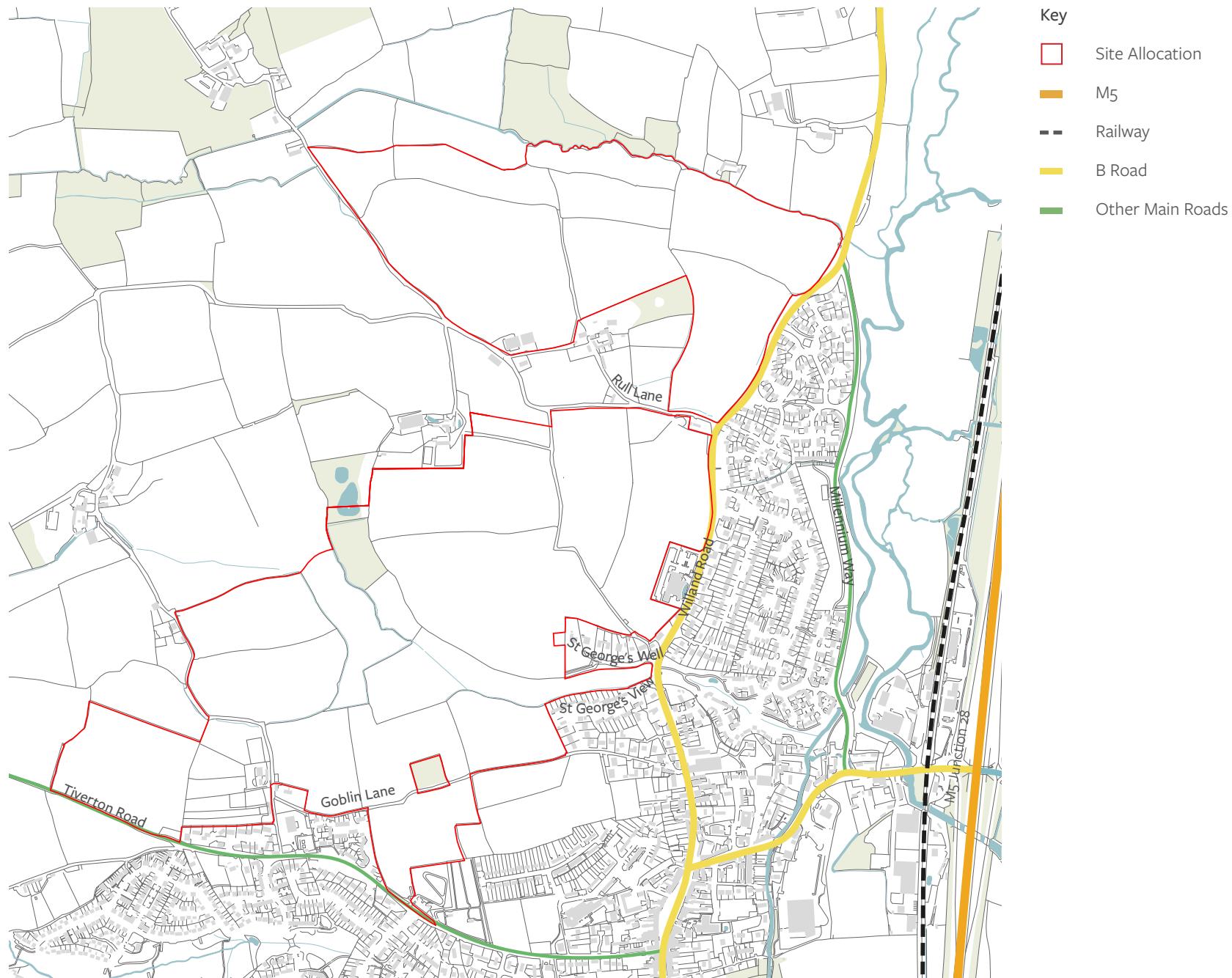
Cullompton is a well connected and accessible town in Mid Devon. Its location along the M5 provides good links to Exeter and other cities along the M5. It also has good links to neighbouring towns Tiverton and Honiton.

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

Opportunity/Constraint:

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





6.0 Factors Shaping Development

Appendix A

6.3 Access and Movement

Survey/Analysis:

Mapping 2022

Main routes and connections mapped. Bus stops mapped.

Situation/Summary:

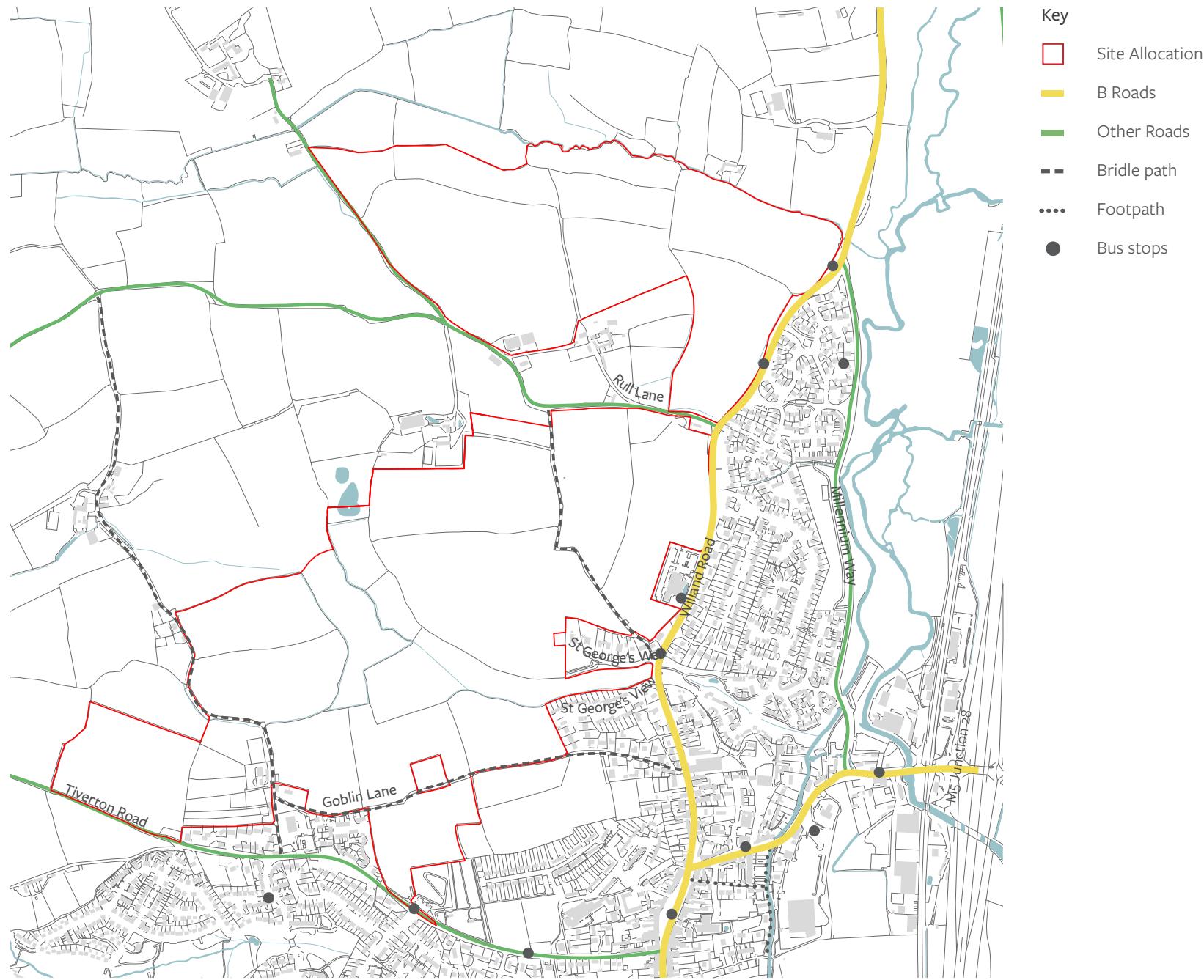
The site is well positioned with access to multiple bus stops. The site lies adjacent to main roads Tiverton Rd and Willand Rd. The site is also within walking distance of the existing town centre.

Three bridle paths run through the site.

Opportunity/Constraint:

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





6.0 Factors Shaping Development

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6.4 Facilities and Amenities

Survey/Analysis:

Mapping 2022

Main routes and connections mapped. Bus stops mapped.

Situation/Summary:

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

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

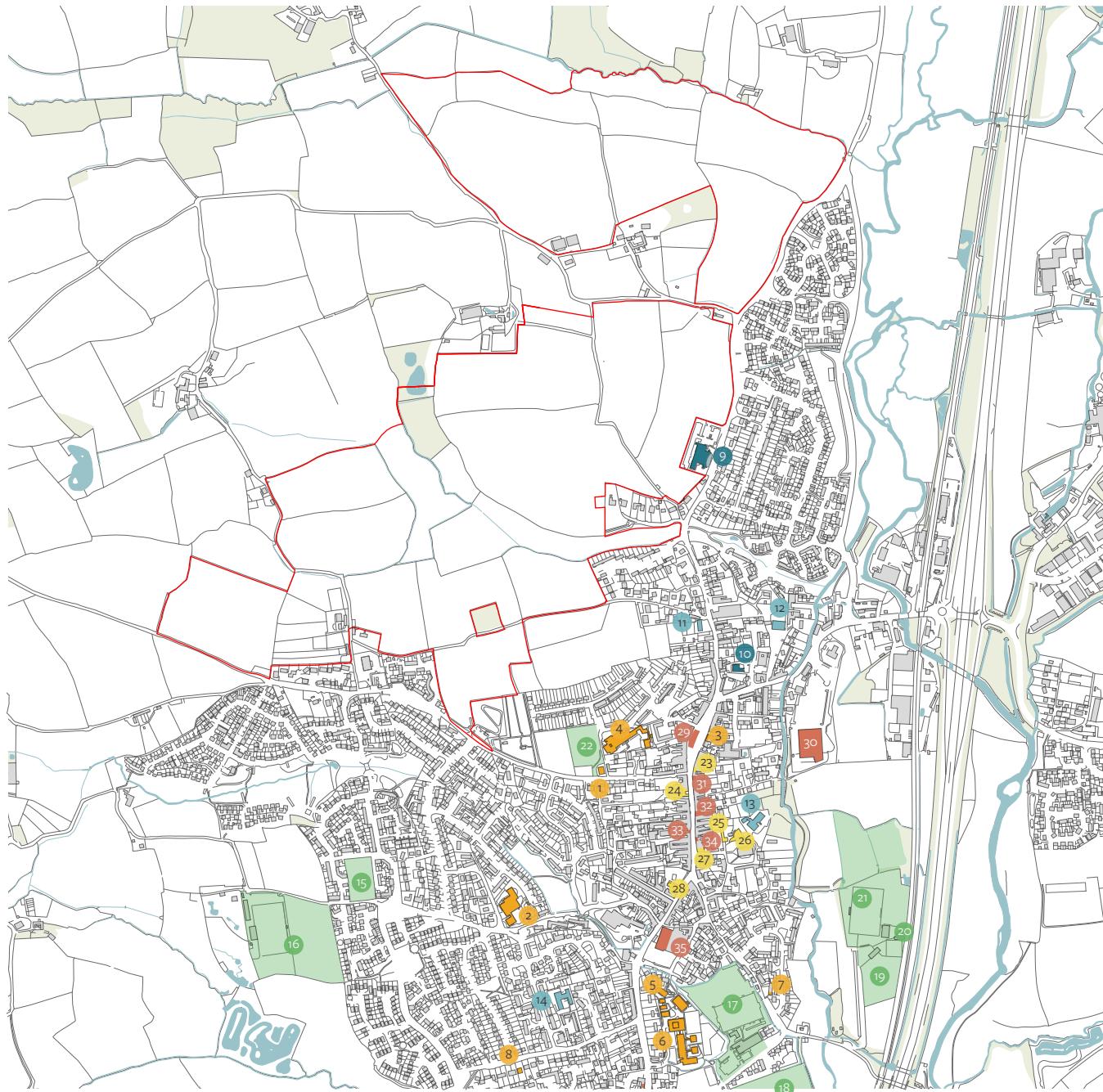
The town currently has two supermarkets (Tesco and Aldi).
The town has one secondary school, and two primary schools.

Opportunity/Constraint:

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

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





Key



Schools

Site Allocation

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

6.0 Factors Shaping Development

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6.5 Visual Sensitivity

Survey/Analysis:

Analysis of views 2022

Situation/Summary:

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

Opportunity/Constraint:

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

Main routes and connections mapped. Bus stops mapped.

Situation/Summary:

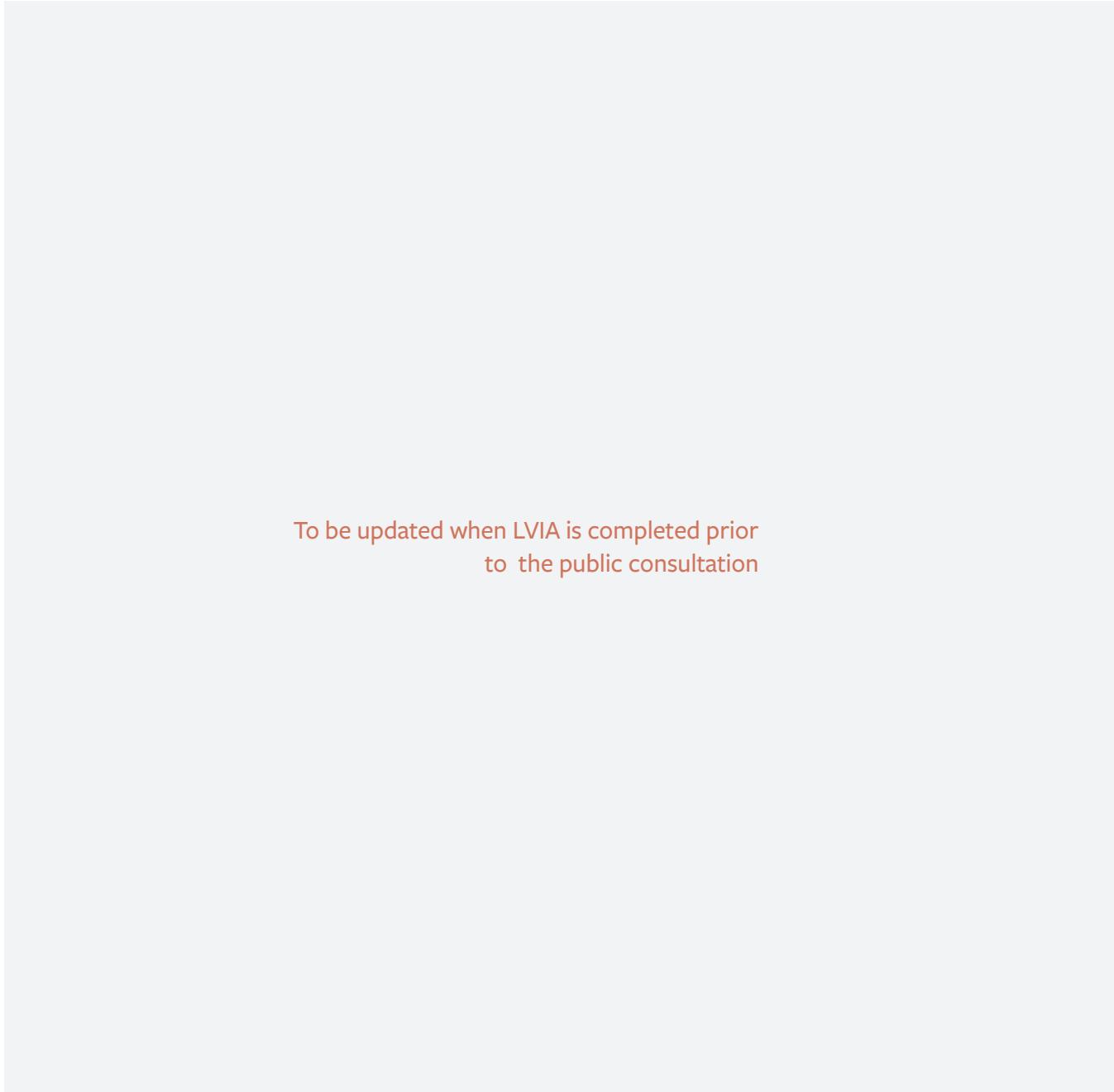
The site is well positioned with access to multiple bus stops. The site lies adjacent to main roads Tiverton Rd and Willand Rd. The site is also within walking distance of the existing town centre.

Three bridle paths run through the site.

Opportunity/Constraint:

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





Key

 Site Allocation

 Text...

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6.0 Factors Shaping Development

Appendix A

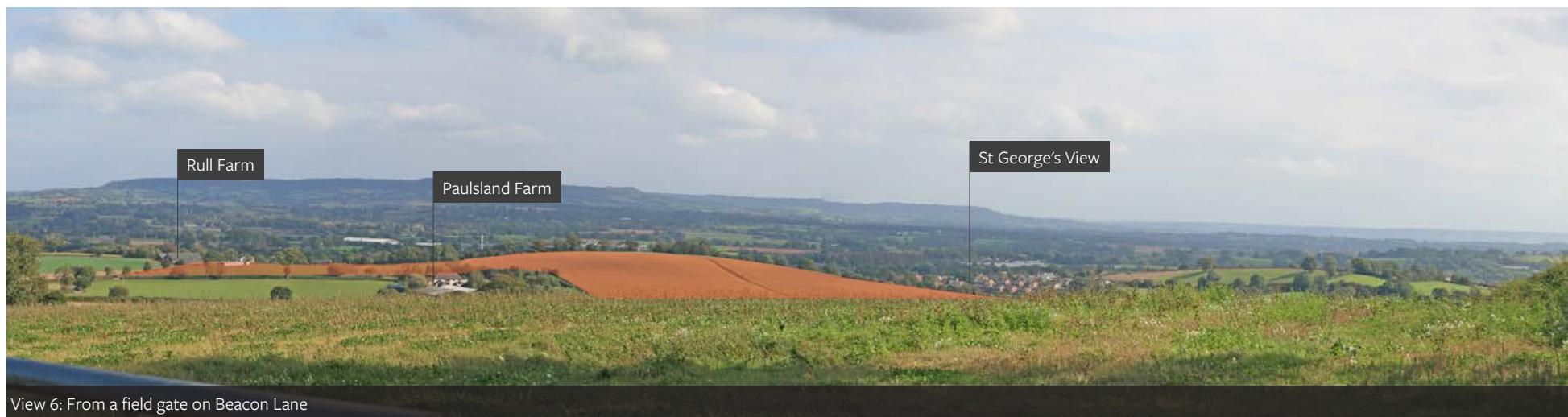


Additional views to cover new land parcels



6.0 Factors Shaping Development

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Additional views to cover new land parcels



6.0 Factors Shaping Development

Appendix A



Additional views to cover new land parcels



6.0 Factors Shaping Development

Appendix A

6.6 Topography

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

Situation/Summary:

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

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

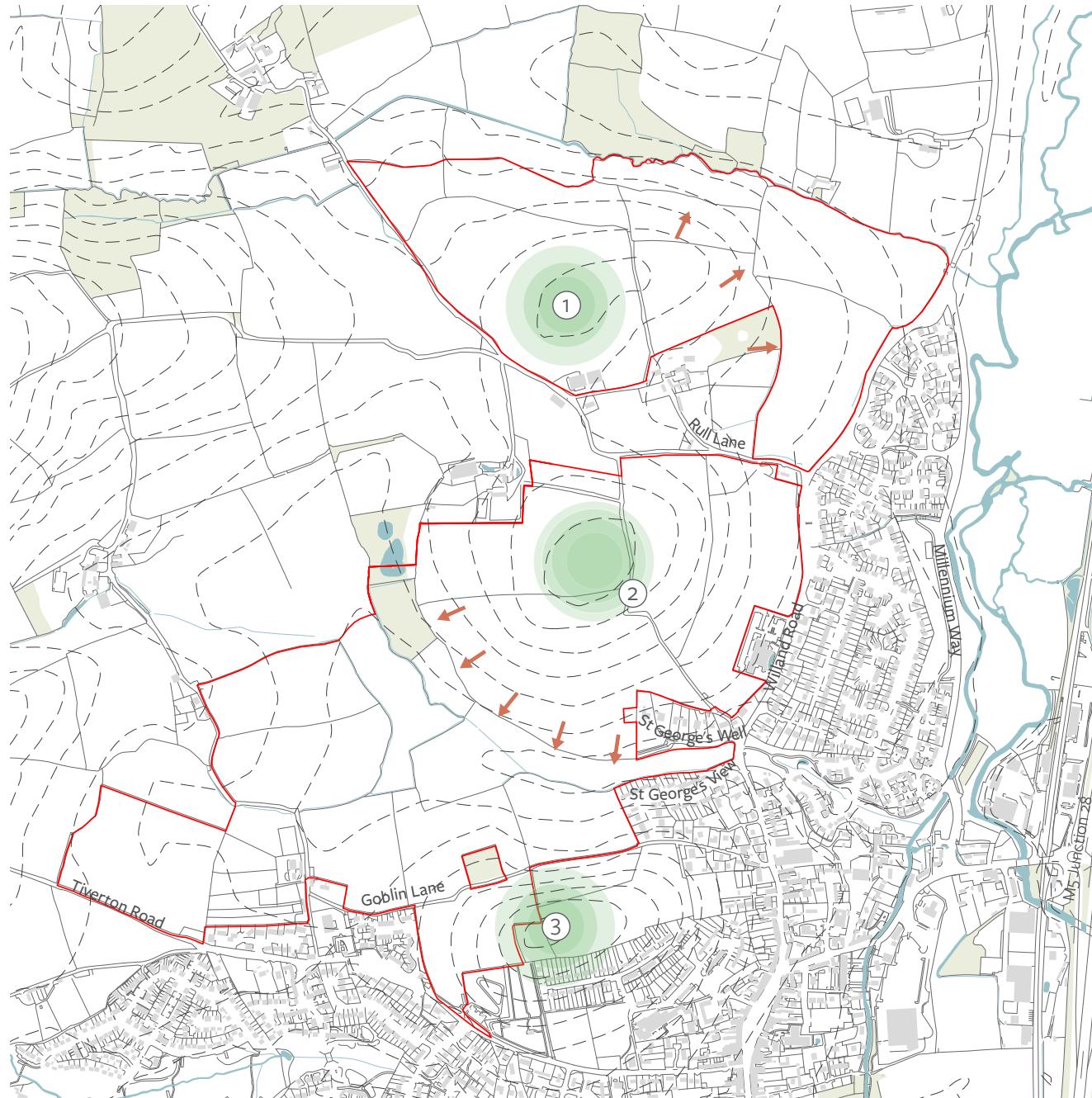
Opportunity/Constraint:

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

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

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





Key

- Site Allocation
- Steep Slopes (greater than 1:10 gradient)
- ① Hilltop. 86m high
- ② Hilltop. 92m high
- ③ Hilltop. 95m high

6.0 Factors Shaping Development

Appendix A

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.

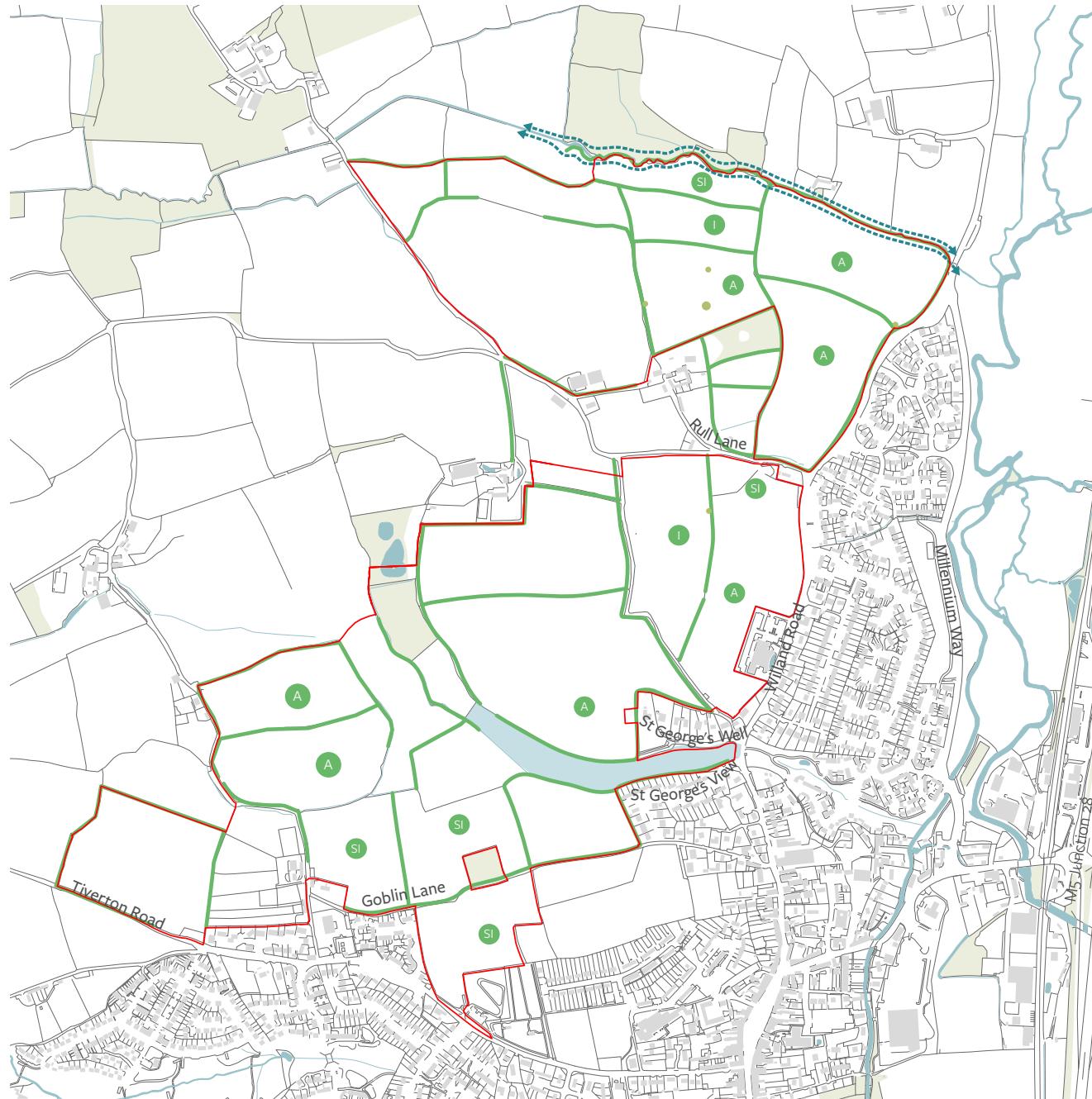
A detailed mitigation strategy and European Protected Species licence is likely to be required prior to carrying out any works that will affect dormouse habitat, including all hedgerows on site and any wooded areas. Vegetation will be cleared under a phased approach and new native habitats will be established 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.

N





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

6.0 Factors Shaping Development

Appendix A

6.8 Hydrology

Survey/Analysis:

Flood risk and flood zoning.

Situation/Summary:

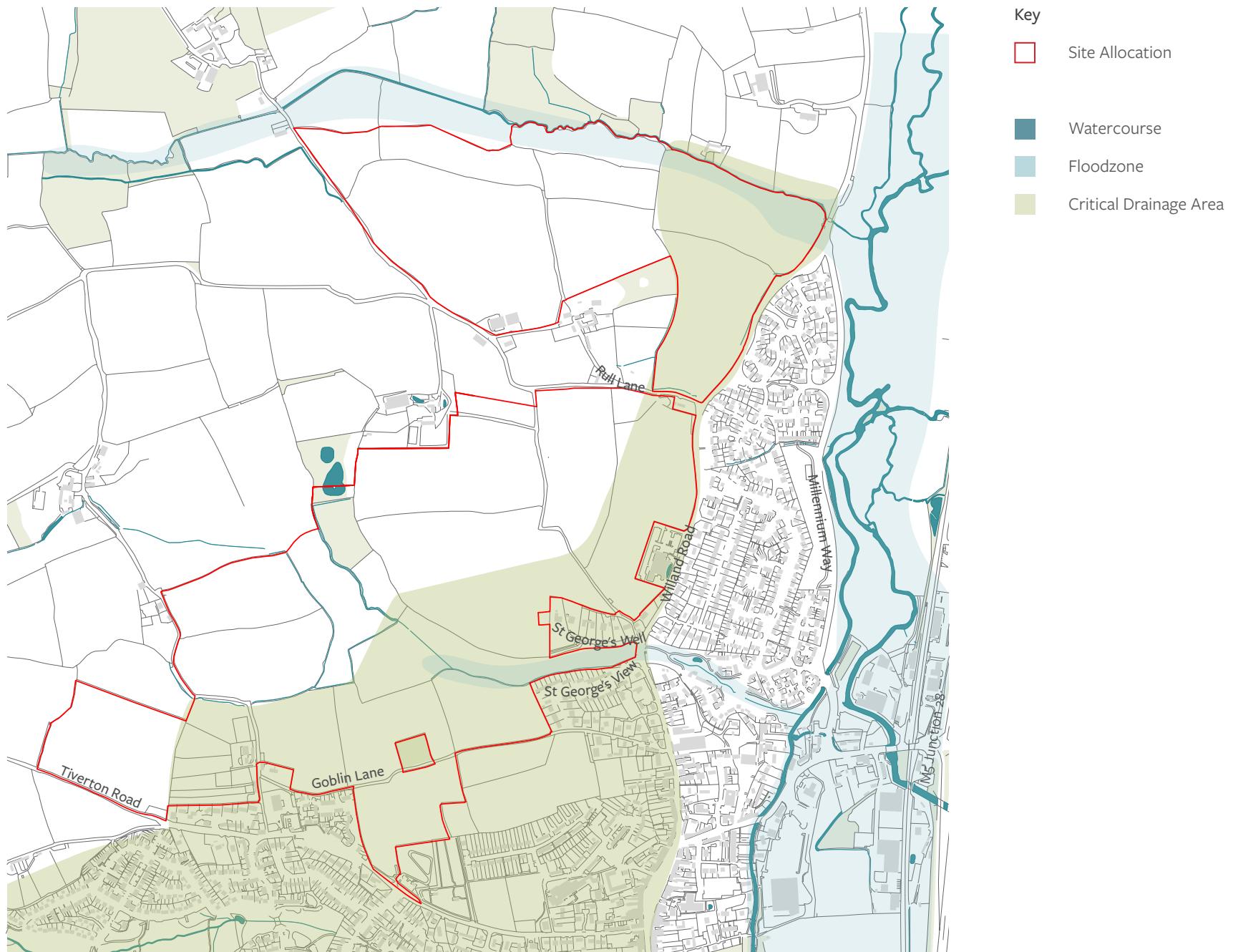
The stream running east to west through the valley in between St Andrew's Hill and Rull Hill has a narrow floodplain. There is a stream forming the northern boundary of the site which also has a larger flood plain, most of which is not included in the site.

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.





6.0 Factors Shaping Development

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6.9 Utilities

Survey/Analysis:

Water/ gas mains and overhead power lines

Situation/Summary:

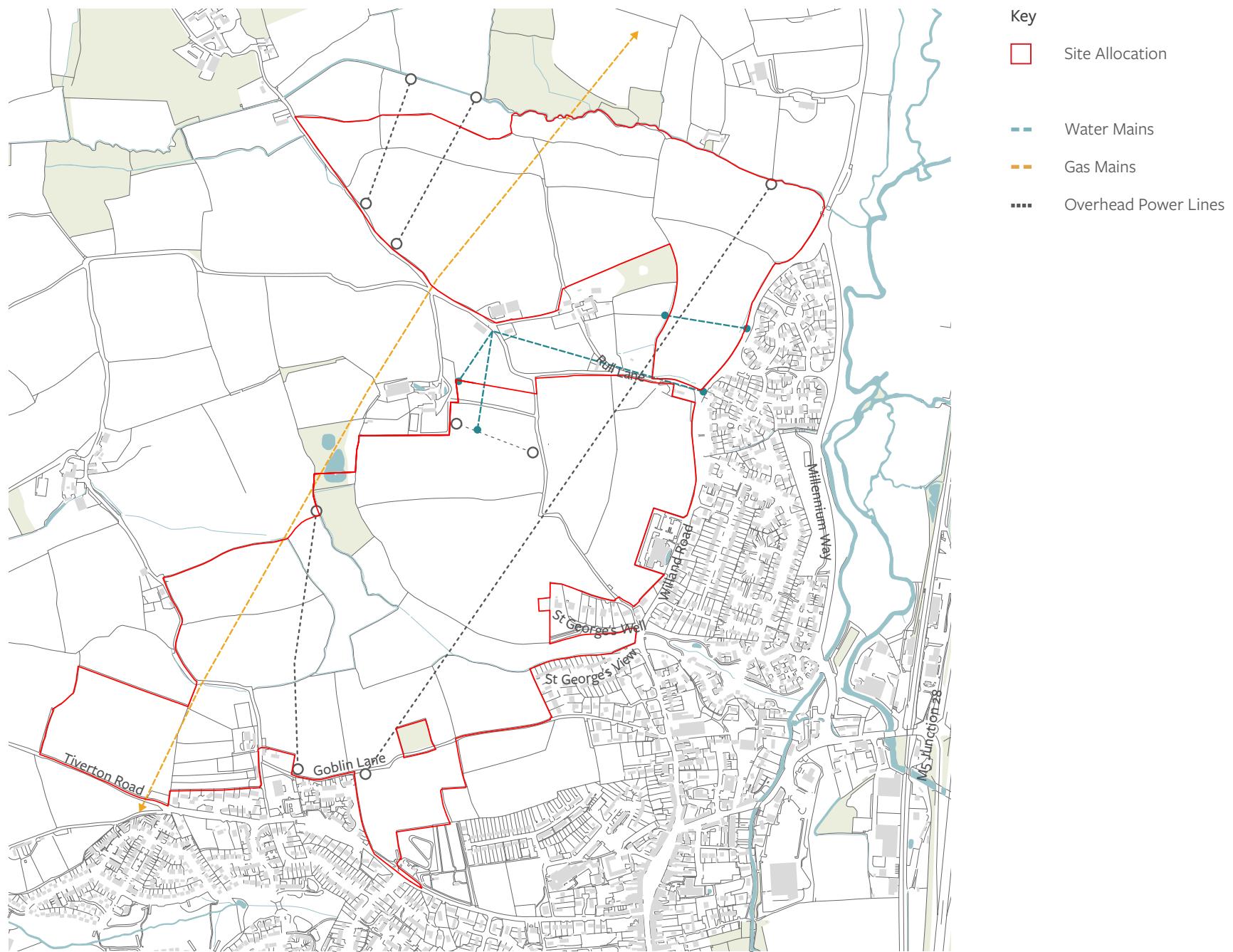
Investigations with the local utilities providers was conducted across the site. The main concern is the gas main that skirts the site to the west and requires a 5 m easement on either side. A number of overhead power lines cross the site and in addition there are a number of water mains on site that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





6.0 Factors Shaping Development

Appendix A

6.10 Cultural Heritage

Survey/Analysis:

Heritage Statement and Archaeological Survey

Situation/Summary:

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

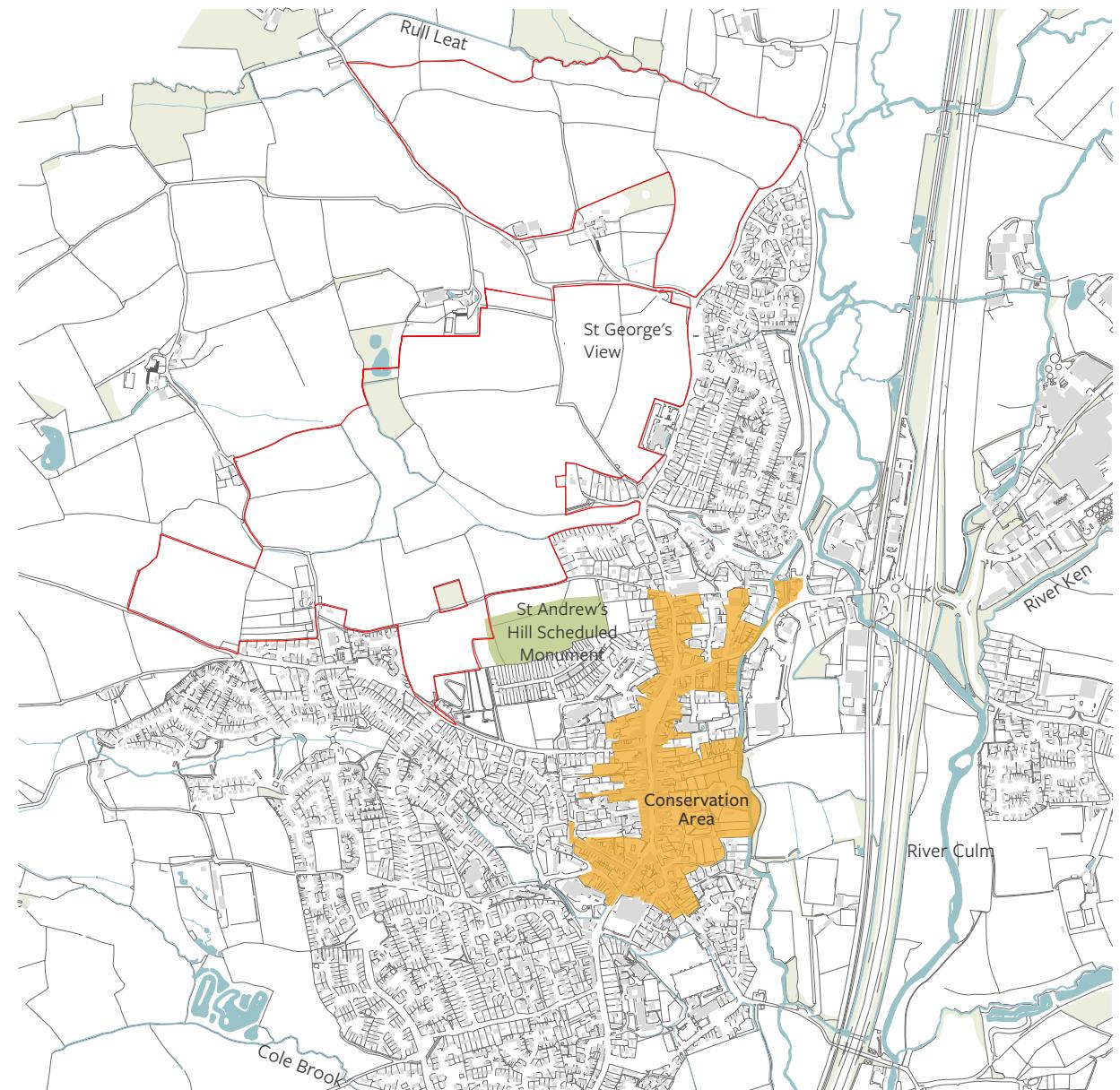
In addition, based on current evidence there are known non-designated heritage assets which are likely to be directly impacted upon by development depending on design and layout of the proposed scheme, but there is nothing identified at this level of assessment that would be considered to act as a constraint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

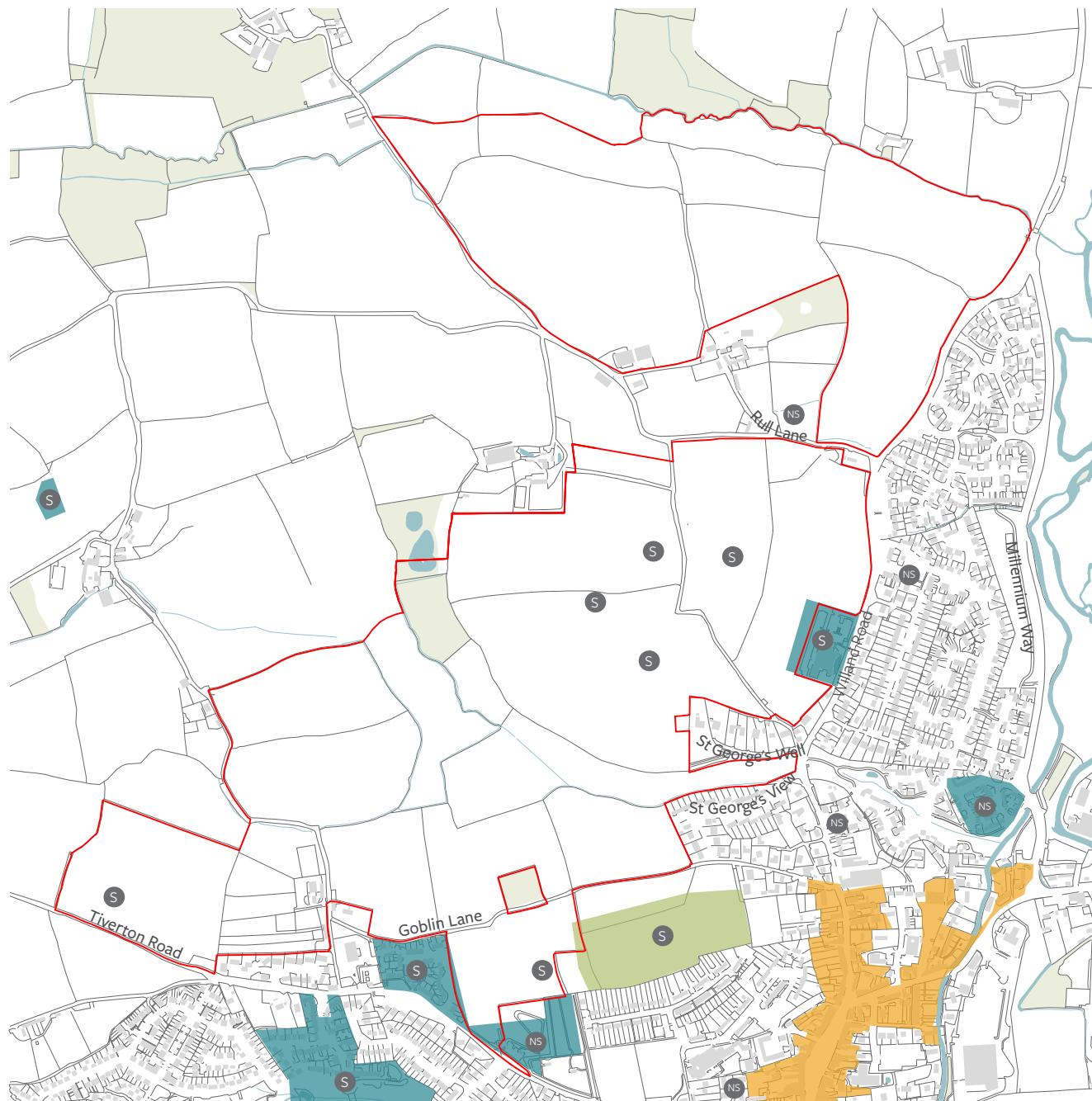
The Roman forts and camps situated on St Andrew's Hill are a Scheduled Ancient Monument and are considered to be assets of high significance. This physical setting has undergone significant alteration since the Romano-British period and, in combination with the local growth of trees and hedge banks,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

Opportunity/Constraint:

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

Archaeological finds in the area include some on site in the area on and around St George's Hill.





Key

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



6.0 Factors Shaping Development

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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.



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