

North West Cullompton Masterplan

Supplementary Planning Document

November 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

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.

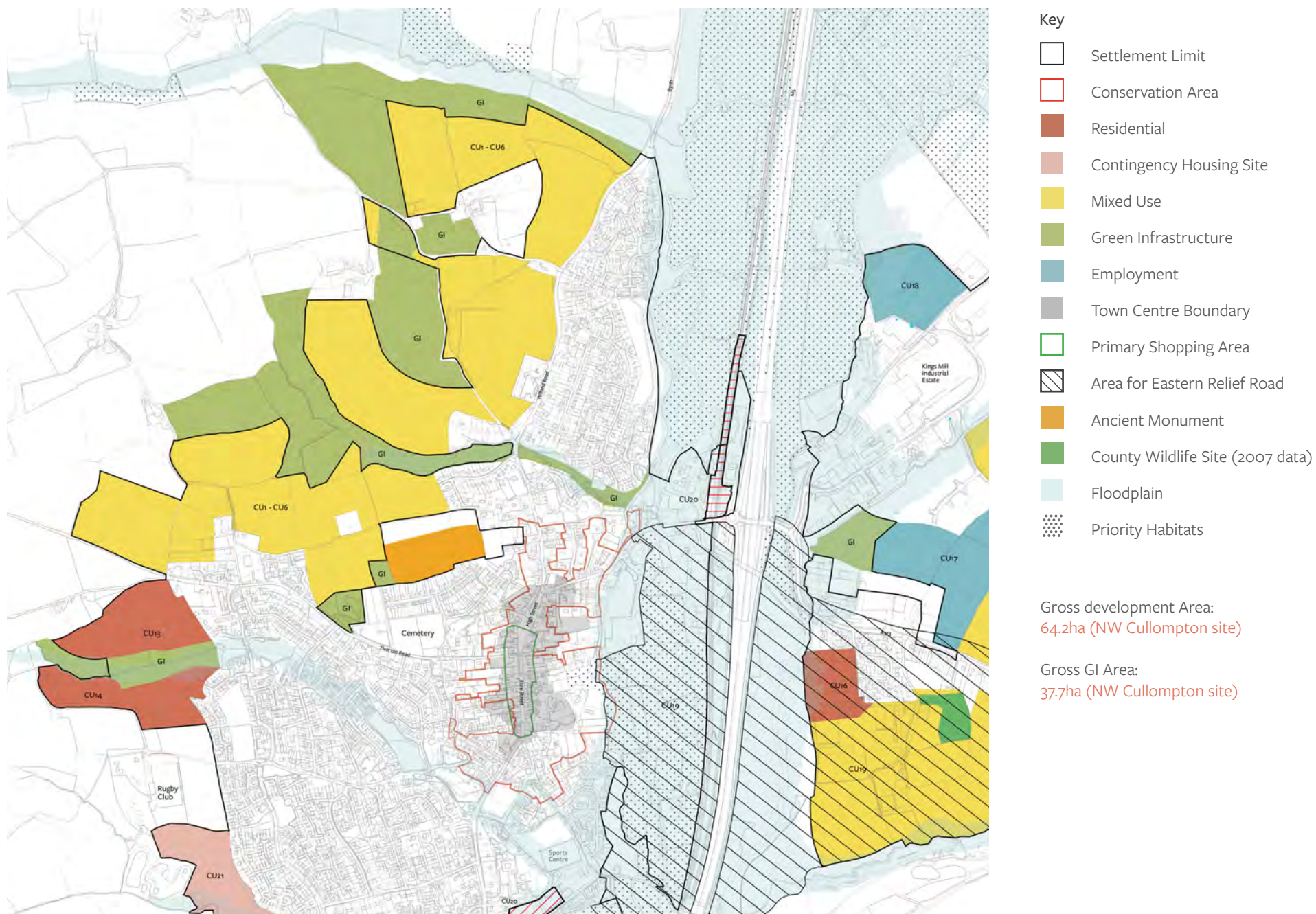
Since the 2016 Masterplan was adopted, planning permission for 600 houses and associated infrastructure and community facilities has been granted.

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.



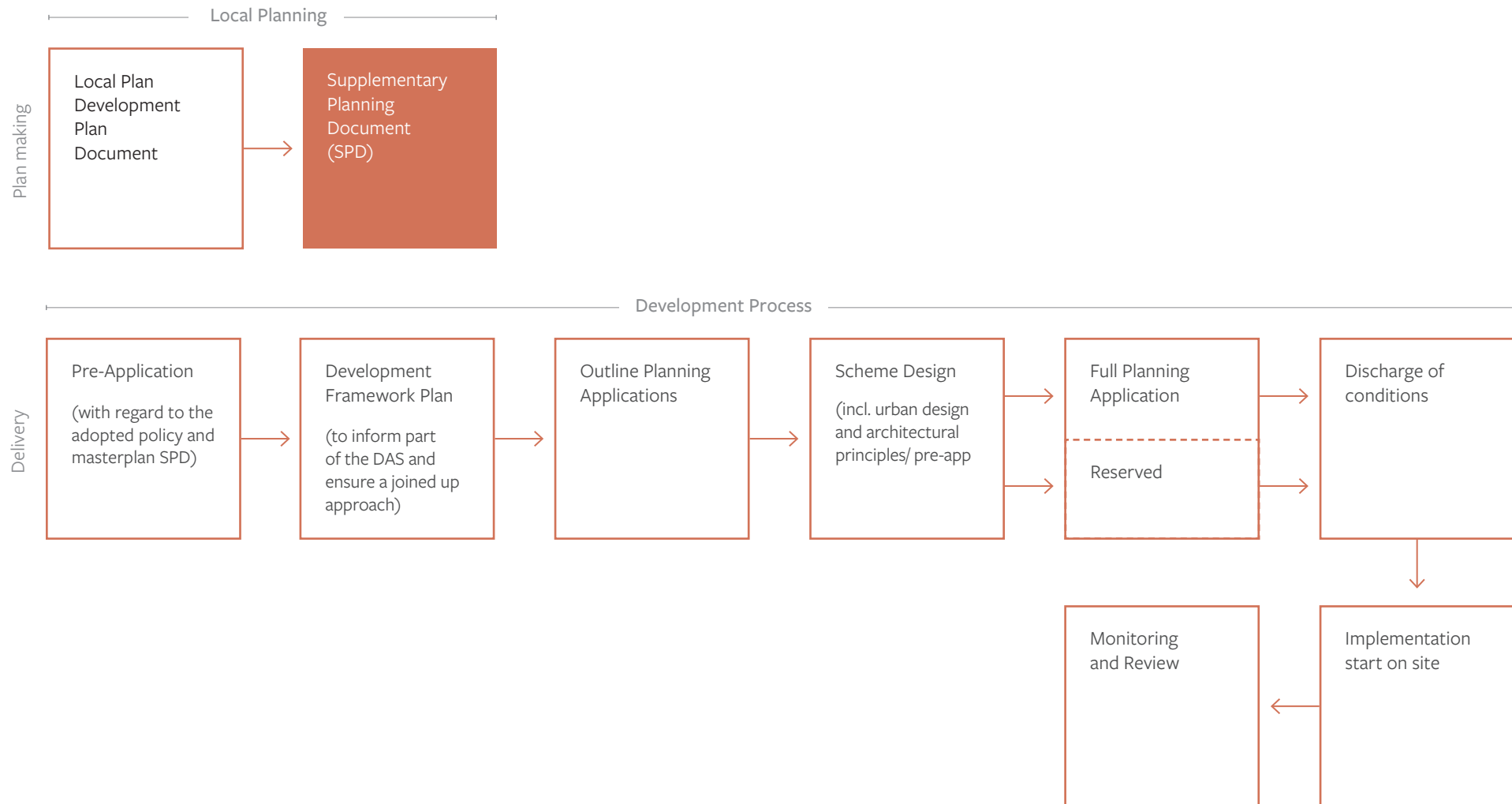
Above: The map shows the three new areas that are being masterplanned. These are shown on the Local Plan policies map as mixed use and green infrastructure.





1.0 Introduction

Setting the Scene



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 adds 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.

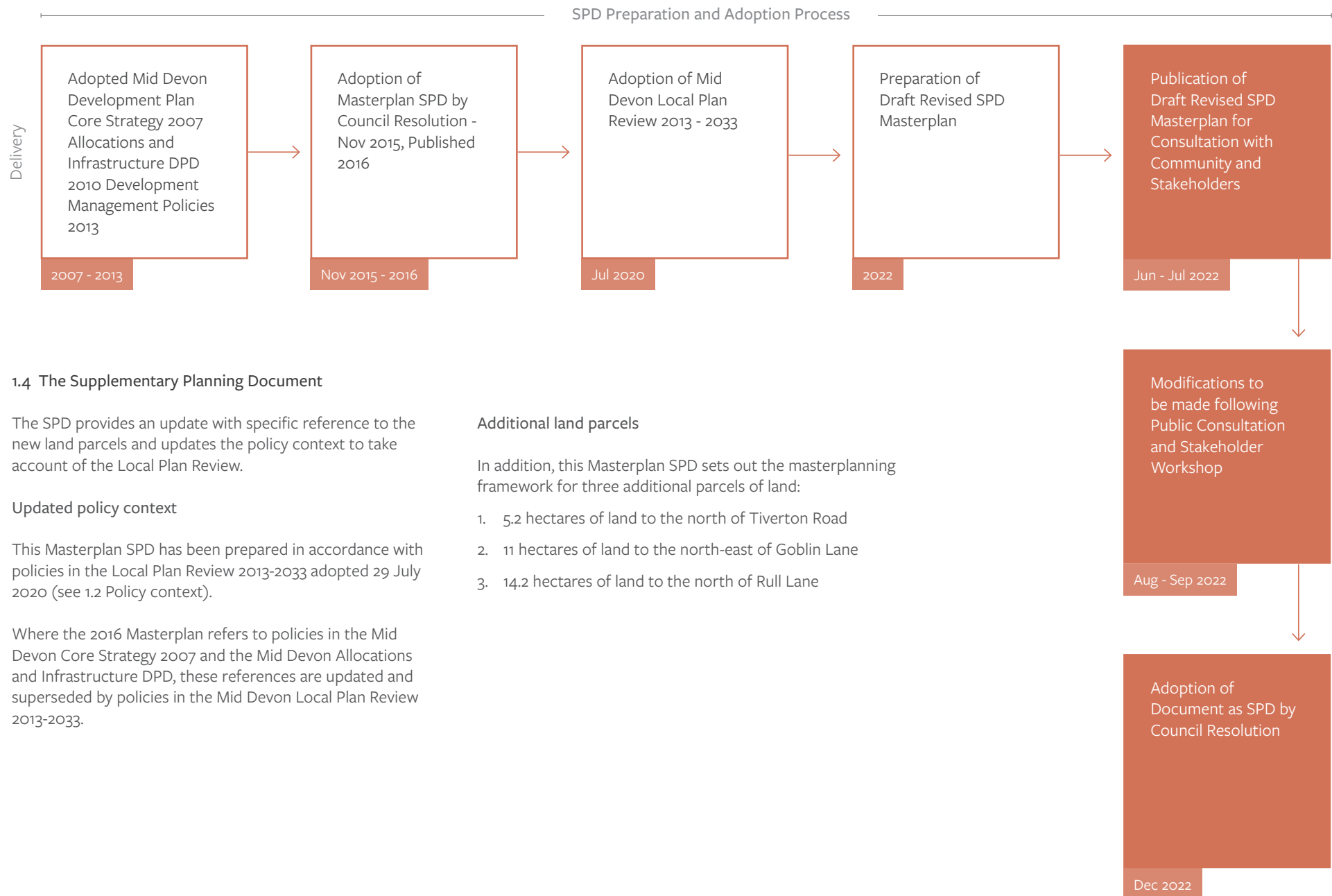
Policy CU6 North West Cullompton Phasing

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.



1.0 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

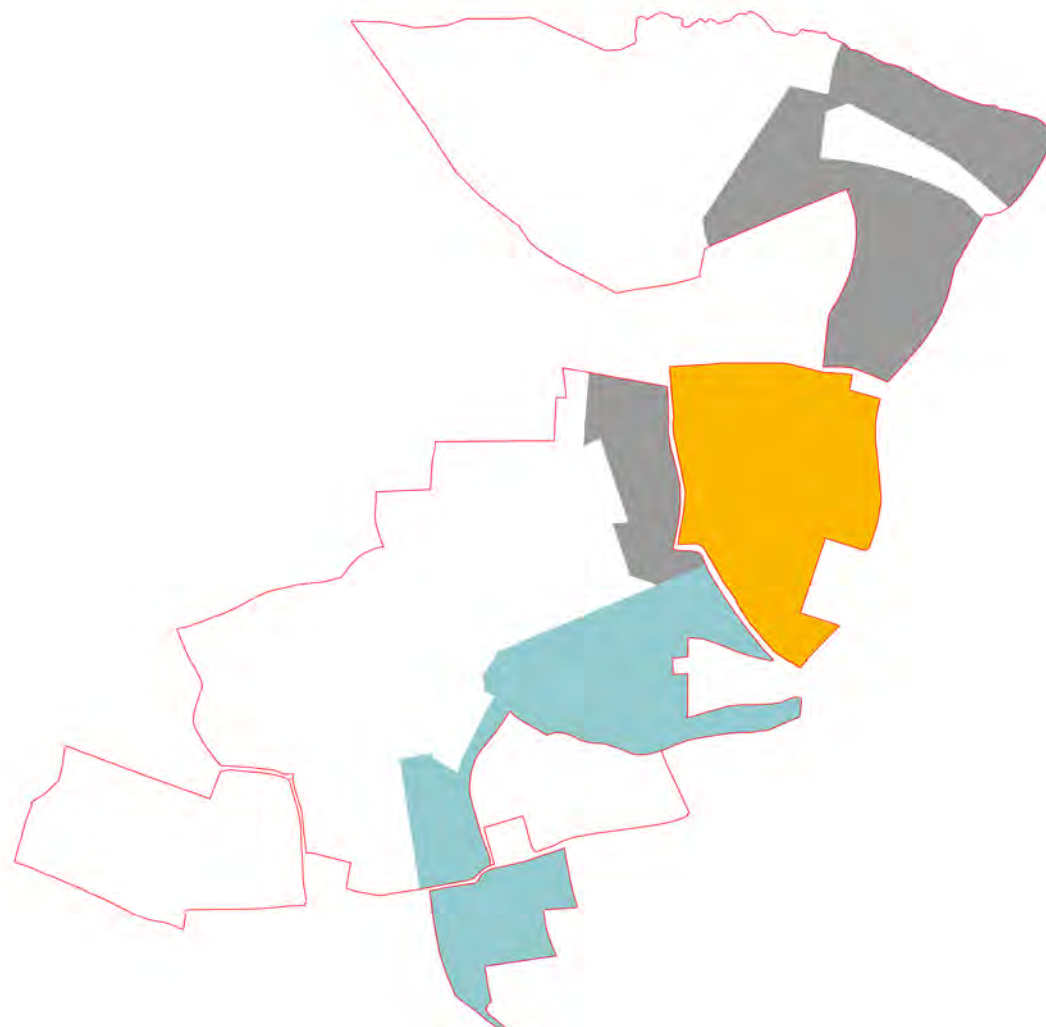
Erection of 200 dwellings, formation of new access, provision of phase of link road, primary school site, open space, landscaping and associated works.

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 Public 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.





2022 Public Consultation



2022 Public Consultation



Site visit with cabinet members



First Stage Public Consultation



Stakeholder Workshop

1.0 Introduction

Setting the Scene

1.5.1 2022 Public Consultation Feedback

Policy CU1 of the adopted Mid Devon Local Plan 2013-2033 requires comprehensive masterplanning of the development including at least two stages of public consultation and adoption of the Masterplan as a Supplementary Planning Document, before any planning application is determined.

Two stages of public consultation took place before the original NW Cullompton Masterplan SPD was adopted. A further round of public consultation took place between 27 June and 8 August 2022 in respect of this revised Masterplan SPD. The comments and feedback gathered during this consultation are set out in this section. We asked 3 broad questions.

1. The consultation document has been revised to reflect updated policies in the Mid Devon Local Plan. Do you think the detail within the SPD properly reflects these updated policies? Please do not comment on the policy wording itself as this is adopted policy in the Local Plan.
2. Do you agree with the way the three new areas shown on the interactive map have been masterplanned? Please do not comment on whether the three parcels should be included as these are already allocated in the Local Plan.
3. Do you have any other comments on the draft North West Cullompton Masterplan SPD? Details of the key revisions are set out on the About the consultation page. You can view the full consultation document on the Draft masterplan page.

A total of 22 responses were received. In addition, people pinned their comments to an online interactive map. The comments received were answered generally across the three questions, so have been set out below according to theme. Where there were a number of responses on the same subject, representative comments have been included.

Principle of development

You said: It does not appear to be an all-inclusive approach to the expansion of Cullompton, the rate of build and loss of green spaces. At the rate of applications and number of houses not only in Cullompton but in other local areas, this will soon change from individual towns into one sprawling metropolis where Cullompton Bradninch Tiverton and Kentisbeare at least become one big area.

You said: Clearly the local plan seems to have been complied by people that do not understand that agricultural land should remain for that purpose. If these developments are going to go ahead it will allow the urban sprawl of Cullompton to come outside the bowl of the valley it currently sits in. We seem to have retrogressed in that we are using new land rather than repurposing brownfield sites because of the cost.

We said: NW Cullompton is already allocated within the adopted Mid Devon Local Plan 2013-2033 and the principle of developing this land is already established through the Local Plan, which underwent extensive public consultation while it was being developed. The purpose of the Masterplan is to add detail to existing Local Plan policies - it cannot allocate new land for development or remove land from an existing Local Plan allocation.

Location of housing

You said: I find it strange when councils are trying to make people walk/not use cars, why is the housing proposed at the furthest points from the local centre/shops but land nearest the local centre has no houses?

We said: Housing is located in areas already allocated in the Local Plan. There two main areas for community facilities: the local centre containing retail and other community facilities, and the Rull Hill area where there are facilities such as the primary school, community building, sports and play areas, so there are facilities in easy reach of the majority of residents in the urban extension.

You said: The extra buildings below Rull farm in this revised plan, are now over the brow, where then, does this expansion stop, if you are now entering another valley. It is also then impinging in the community there, as well as Cullompton, making a small hamlet, largely farming and also a couple of other businesses, which work in the rural location.

We said: The new land parcel in the north-west corner of the allocation is shown in the Local Plan as mixed use development bordered by a large area of green infrastructure. The area for housing shown in this Masterplan SPD has been minimised to avoid development on the top of the hill and to maximise the area of green infrastructure to separate development from the rural areas to the west.

You said: The area to the very west along Tiverton Road should be green open space not housing. This goes beyond the natural end to development along Tiverton Road.

We said: This area of land is already allocated for development in the Mid Devon Local Plan. The area terminates to the west with green infrastructure to create a natural end to the development along Tiverton Road.

Local centre

You said: A lot is mentioned about sustainability and local centre/employment in the report. When is this being built and by whom? Are housebuilders responsible for delivery?

You said: We would use the local centre if built, ideal. Can you ensure it has a good range of shops so we can get food/ useful bits during the week?

We said: The Local Plan policies require 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. Developers will be required to deliver serviced land for the local centre and employment uses at the same time as housing is delivered. The type of shop, café, employment building or other commercial use will depend on the developer, but must comprise a good mix of uses.

Affordable housing

You said: Need a larger proportion of affordable housing.
We did: The percentage of affordable housing is set by the Local Plan at 28%, subject to viability. This Masterplan SPD cannot make changes to policies in the Local Plan.

Electric car charging

You said: Need to ensure there are electric car charging points installed in the new housing and areas where there are public spaces.

We did: The number of electric car charging point is set by the Local Plan and is soon to be a Building Regulations requirement. Whilst an increase in electric car charging

points can be encouraged, this Masterplan SPD cannot make changes to policies in the Local Plan. The wording in the SPD has been amended to further encourage electric car charging point provision.

Ecology and landscape

You said: I like that the design has been careful to maintain the local landscape to a degree but I do object to leaving veteran trees to provide 'Leafy Character'. It's not about leaving trees so they look pretty, it's about salvaging some of the habitat destroy for needless housing. There are protected species out there such as dormice and bats and they are still able to build.

We did: This Masterplan SPD reflects the Local Plan requirement for developers to provide a biodiversity net gain, which is enshrined in the Environment Act 2021. In their planning applications, developers are required to demonstrate a full understanding of the wildlife and habitats on the site, and to protect these where possible, or to mitigate for any unavoidable habitat loss, showing an overall net gain in biodiversity. The wording in the SPD has been strengthened to reflect this.

Education

You said: I have concerns over the infrastructure and the fact that the primary won't be in place until the 2/3rd phase of the build which is ridiculous when the primaries here are already over prescribed. One new primary to cover 420 students isn't going to cover the existing housing let alone the amount being built.

1.0 Introduction

Setting the Scene

We said: The SPD reflects policies in the Local Plan that land for the primary school should be transferred to Devon County Council in phase 1 of the development and this has already been secured through one of the phase 1 planning applications already granted. In addition, a financial contribution to expanding an existing Cullompton primary school has been secured in phase 1, to provide additional facilities in the meantime.

You said: A key revision should also include secondary school education to ensure that all these children moving into the area have the opportunity to attend their local school and not one out of the town.

We said: Whilst the NW Cullompton urban extension does not require a new secondary school, developers are required to make financial contributions towards the expansion of Cullompton Community College if there is no existing capacity at the school. These financial contributions will be phased with development.

Community facilities

You said: It's disappointing to see that the swimming pool has been missed off the new sporting facilities as this is what residents have wanted for a long time.

We said: The Local Plan policies do not require the delivery of a swimming pool and this Masterplan SPD cannot introduce new policy requirements.

You said: Not much thought seems to have been given to green spaces in which to walk your dog off lead. With the recent boom in pet ownership, it would have been good to see some proposals centred around this with so little

places to walk the dogs already and to the better provision of dog poo bins. Having parks with benches outside so that you can sit with the dog and keep an eye on your kids in the park would also be a nice consideration rather than having to stand outside because dogs aren't allowed.

We did: The Masterplan SPD includes areas of green space that are open to anyone with a dog. These are located to the north, at Rull Hill, next to the medical centre and along St George's Well. The SPD has been updated to make specific mention of the provision of benches in areas of public open space.

You said: I feel that dental and medical services have been severely underestimated in this plan. We already can't secure a doctor's appointment without over a two week wait, our dentist only has one dentist in residence so we rarely get seen there either. The practices aren't going to cope and a lot of people's health will continue to suffer for it.

We said: Requests for financial contributions to expansion of doctors' surgeries are made by the NHS at the time planning applications are submitted, and developers are required to pay for this if it is requested. Dentists are private businesses and cannot receive financial contributions from developers through planning applications.

Traffic and transport

You said: Private motor vehicle remains the dominant form of transport. Cullompton road infrastructure is already inadequate for the volume of traffic with queues forming

for 2-3 hours daily. New road infrastructure is needed before construction of dwellings commences. Where is the bypass, where is the second-half of the motorway junction that is clearly needed?

You said: I'm very concerned, as are lots of local residents, about the infrastructure necessary to support the extra housing stock. I have no objection to new developments, I think it will help breathe new life into Cullompton, however the current road and transport system cannot support the existing residents.

You said: The town should have had a relief road built before any of this new development went ahead. The traffic is horrendous at the best of times through the town.

We did: The Mid Devon Local Plan recognises that improvements must be made to the transport network in Cullompton and there is work ongoing to deliver the Town Centre Relief Road, railway station and further improvements to J28 M5.

Capacity studies carried out for the Local Plan and reflected in Local Plan policies show that no more than 600 houses can be built at NW Cullompton until the Town Centre Relief Road is delivered. The SPD has been updated to strengthen reference to this phasing requirement.

Longer term there is a need to make improvements to the junction itself. There is work ongoing to consider a number of options to improve junction 28 M5. This is however outside the scope of this SPD and will be subject to separate public consultation in the future.

You said: The junction of Tiverton Road and Fore Street is a very congested and difficult junction and this development

has the potential increase traffic here. The local plan states Development will be targeted to: Provide enhancements to the town centre through additional investment, traffic and transport improvements but this not mentioned in section 4.4. As well as enhancements and traffic calming measures on Willand Road, similar measures need to be considered on Tiverton Road.

You said: MDDC should insist that the NW link road is built before any houses are built.

We did: Policy CU2 requires a through route linking Tiverton Road to Willand Road suitable for buses and all agricultural vehicles, and policy CU6 requires this through route to be in place before the occupation of no more than 500 dwellings. This SPD cannot change existing policies in the Local Plan.

However, planning permission has now been granted for the whole of the new road (through two separate planning permissions) and each developer is required to complete their section of the spine road so that it is open to all traffic before 100 dwellings can be occupied on each land parcel.

Policy CU2 also requires traffic management measures on Willand Road and Tiverton Road. The SPD has been revised to reflect the Local Plan policy that traffic management measures will be required to Tiverton Road in Phase 2.

You said: Head Weir Road will become a rat trap for the new estates when people work out it's a through road. People already speed through here and it would be an increase in traffic directly past our front window on what is usually a quiet street.

We did: Traffic calming measures in the Head Weir Road area will take place in phase 1 of the development to

discourage rat-running, and this traffic calming has already been secured through planning permissions already granted.

You said: My real concern is for Tiverton Road in the construction process. Even now it is difficult to navigate especially early in the morning when there are people going to work.

You said: There should not be any access for construction via Tiverton Road.

We did: No construction traffic will access the site from the east via Tiverton Road and the junction with Fore Street.

Public rights of way

You said: Section 6.3 notes there are three paths and says they should be retained with existing character, the detail on what this means in practice is lacking. Bridle paths need to be suitable for use by horse riders and cyclists as well as pedestrians, and the hedge banks along these paths are a key piece of the character. The existing bridleways will be crossed in two places by the link road and will require some sort of crossing.

You said: I would suggest the bullet on Goblin Lane in Section 4.4 should be rewritten as: Retention of the three bridle paths running through the site (Growen Lane, Goblin Lane and Bluebell Lane) with their existing hedge banks kept intact and upgraded to facilitate their use for pedestrians, cyclist and horse riders. Where the link crosses these paths, suitable crossing should be provided for all users.

We did: The SPD has been updated to reflect these comments, with the existing hedge banks being kept intact as far as possible or with replacement planting where removal is essential to facilitate crossings.

Parking

You said: It would also be good if the new estates actually had double driveways as opposed to just a small garage. Most households today have at least two cars if not a commercial van or motorhome.

We did: Parking standards are set by the Mid Devon Local Plan and Cullompton Neighbourhood Plan which require 2 minimum sized parking spaces at least. Parking levels are assessed when planning applications are submitted, however, reference has now been made to parking standards in the SPD.

Flooding

You said: Concerned that building on this open space will increase the risk of flooding, there are already issues in/ around this area, water regularly seen on the road.

We did: Policies CU3 and CU6 of the Mid Devon Local Plan requires provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development, including during construction. The drainage scheme must ensure that there is no increase in surface water from the development and no increase in flood risk. The SPD already refers to this in detail throughout the document.

1.0 Introduction

Setting the Scene

1.6 Consultee Comments

Devon Archaeological Society

‘The St Andrew’s Hill Roman fort is on Historic England’s 2021 Register of Heritage at Risk. It is described as being in declining condition, having extensive and significant problems due to ongoing agricultural activity. It is therefore a national and local priority to improve the condition of this site, and the Masterplan provides an opportunity to do so. This could be achieved by integrating the site into the access, public open space and green infrastructure aspects of the Masterplan.’

Whilst the Scheduled Monument is close to the NW Cullompton urban extension, it is in different ownership and does not form part of the allocation. Whilst there may be a desire to take advantage of the access and public benefits it could bring, there is no ability to include the Scheduled Monument or provide access to it. However, interpretation can be provided and the SPD has been updated to refer to this.

Sport England

‘One community playing pitch at Rull Hill is not sufficient and dual community and education use could result in the school pitch being over-played, however, Sport England encourages dual use of community and education facilities. Sport England is concerned that the provision within the Masterplan SPD is not in line with Mid Devon’s Playing Pitch Strategy, and does not support provision of single pitches. The SPD appears to contradict the Playing Pitch Strategy in relation to off-site delivery of a third playing pitch.’

‘Cycle and walking networks should be extended to linking the existing urban area with the new development, and access to the surrounding natural environment. To encourage active travel there should be clear signage for cyclists into and out of the development site and to other destinations.’

‘Sport England also identifies a number of uses that could be provided within the multi-use community building.’

Provision of pitches on the urban extension is governed by policies in the Local Plan which provides for one on-site community pitch, one pitch on the school site, and off-site provision of one further pitch. The community pitch and school site have already been secured through planning permissions. The Playing Pitch Strategy was produced after the Local Plan and will be the evidence base for provision of pitches in the future. The off-site contribution can be informed by the requirements of the Playing Pitch Strategy.

Cycle routes within the SPD have been designed to extend out into the wider environment.

The SPD describes the community building as being multi-purpose and can include any number of different community uses.

Natural England

‘The Masterplan identifies the expectation for enhanced biodiversity (Section 4.5 C) to be provided within the North-West Cullompton allocation site area, which is welcomed. We note, however, that there is no requirement to provide net gains in biodiversity as set out in Local Plan policies S1(l) and DM26(a).’

‘The SPD might also be an opportunity to set out the authorities’ expectations for the allocation site to provide measurable net gains in biodiversity, as will be mandatory for most planning applications from November 2023.’

Mid Devon’s current planning policies require a net gain but do not set a measurable minimum requirement. The SPD cannot introduce new policy requirements, but can only add detail to existing policies. However, the SPD has been strengthened to include further references to biodiversity net gain being required.

National Highways

‘The Masterplan, particularly Section 5, expands on the infrastructure phasing approach identified in Local Plan policy CU6. Section 5.4 ‘Construction of Road Infrastructure’ could be more clearly titled ‘Construction of Road Infrastructure within the site’. We would then welcome in Section 5.5 ‘Infrastructure Requirements’ greater emphasis that policy CU6 requires completion of Cullompton Town Centre Relief Road prior to the occupation of 600 dwellings. It is required in Local Plan policy CU2 that this development will provide a financial contribution towards this scheme, so clearer acknowledgement is recommended. Delivery of the relief road has been identified to mitigate impacts on Junction 28 on the M5.’

‘Local Plan Policy CU2 also requires ‘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’. This point could be better emphasised in the Masterplan, including in Section 5.7 ‘Requirements for Future Planning Applications’, part 4 ‘Traffic & Transport’.’

Amendments have been made to the SPD as required by National Highways.

Lead Local Flood Authority

‘It’s good to see that swales are requested where possible. You might want to request that two Sustainable Drainage features are required where possible, and perhaps suggest that swales and ponds are used.’

‘The designs of SuDS could aim to mimic historical industry and land-uses. For example, the swales could be designed to mimic the existing leats flowing through the town (although they wouldn’t have permanent water levels within them). Perhaps dummy water wheels and sluice gates could be included in certain locations of the swales.’

‘You could suggest that side slopes are varied to help integrate Sustainable Drainage features within the landscape. You could also suggest planting if you wish.’

‘Do Mid-Devon want to request re-use of rainfall and green roofs for certain parts of the development (e.g. school, community centre)? Green roofs could be used on top of bus stops.’

The SPD has been updated to strengthen design of SuDS features as requested.

Kentisbeare Parish Council

‘Kentisbeare Parish Council would like to make two comments on the North West Cullompton Masterplan, both relating to traffic and road infrastructure. The traffic on both sides of junction 28 has been backing up badly on a regular basis for some years now.’

‘We believe that the Willand Road - Tiverton Road link road should be built prior to work commencing on the Persimmon and Barratt David Wilson sites. We also believe it would cause extreme inconvenience to the broad community of Cullompton and its surrounding areas, if anything like a further 500 houses were allowed to be occupied in North West Cullompton prior to delivery of the link road.’

‘We also note the reference under Policy CU2 requiring “additional 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 delivered from the site.” We would like it to be made clear that any improvement to J28 should also factor in the very large traffic increases likely to result from the substantial development planned east of the M5 for the proposed “Garden Village”.’

1.0 Introduction

Setting the Scene

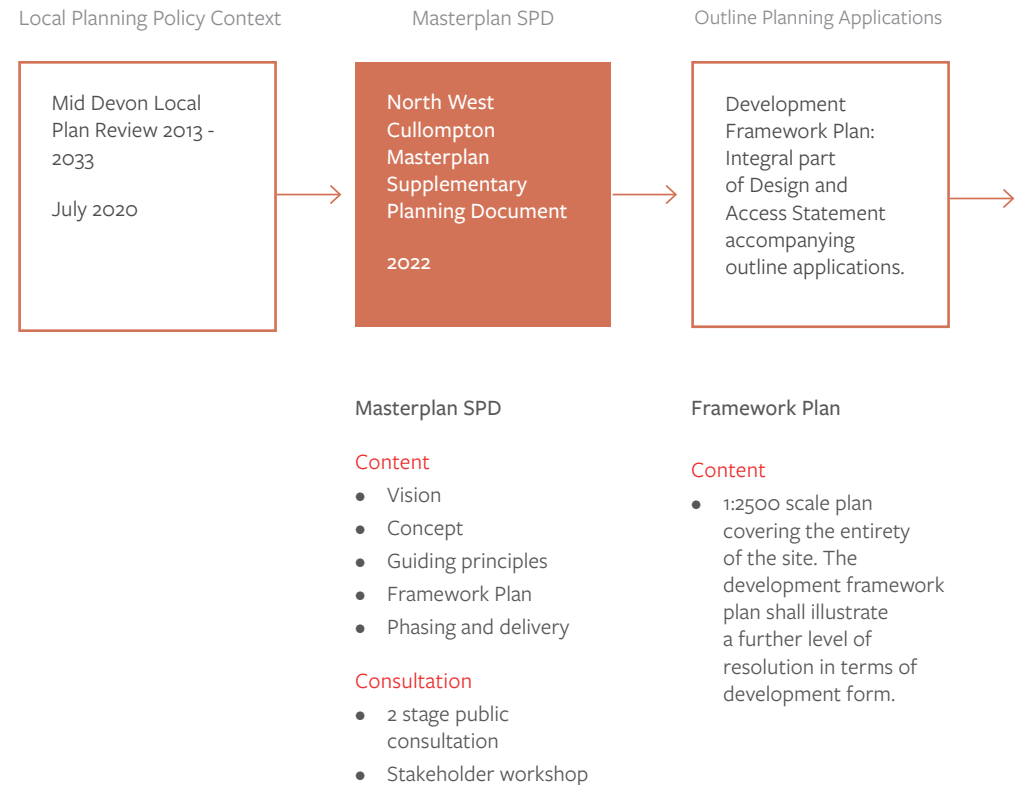
1.7 Design Process

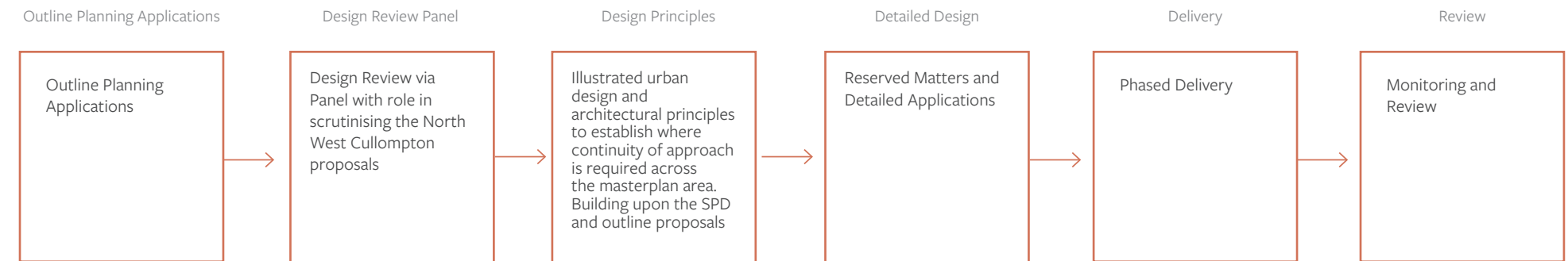
The design process as set out in the 2016 Masterplan is still relevant. A clear design process that ensures continuity, a comprehensive approach to design, and a focus upon quality, is an important pre requisite of ensuring that a successful neighbourhood is designed and built. This will require attention 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

Content

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

Consultation

- Pre application consultation
- Planning application consultation

Design Review Panel

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

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

A Design Review Panel should be involved at various stages.

Urban design and architectural principles - Illustrative content

Content

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

Reserved matters and full planning application

Content

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

Consultation

- Pre application consultation
- Planning application consultation

Phased Delivery

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

Monitoring and Review

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

2.0 About the site

Setting the Scene



2.0 About the site

Setting the Scene

2.1 The Site and its Location

Connections, Access and Movement

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

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

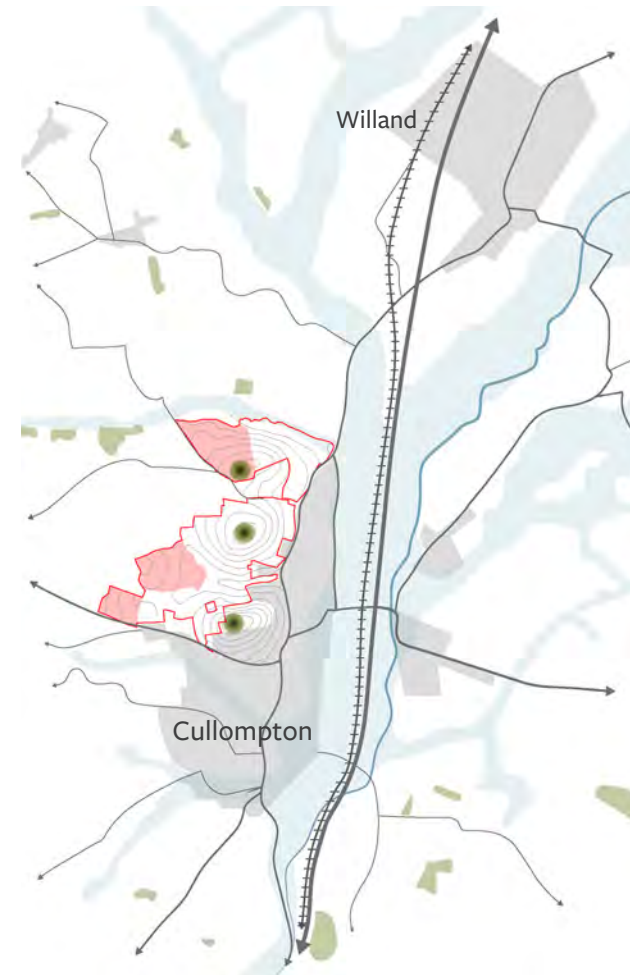
The location of the site to the North West edge of Cullompton has been identified as a suitable location for an urban extension of the town. The western boundary of the site is formed by hedgerows, the eastern, by Willand Road, the southern by hedgerows and development and Tiverton Road, and the northern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





To Bristol

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

Taunton

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

Exeter

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

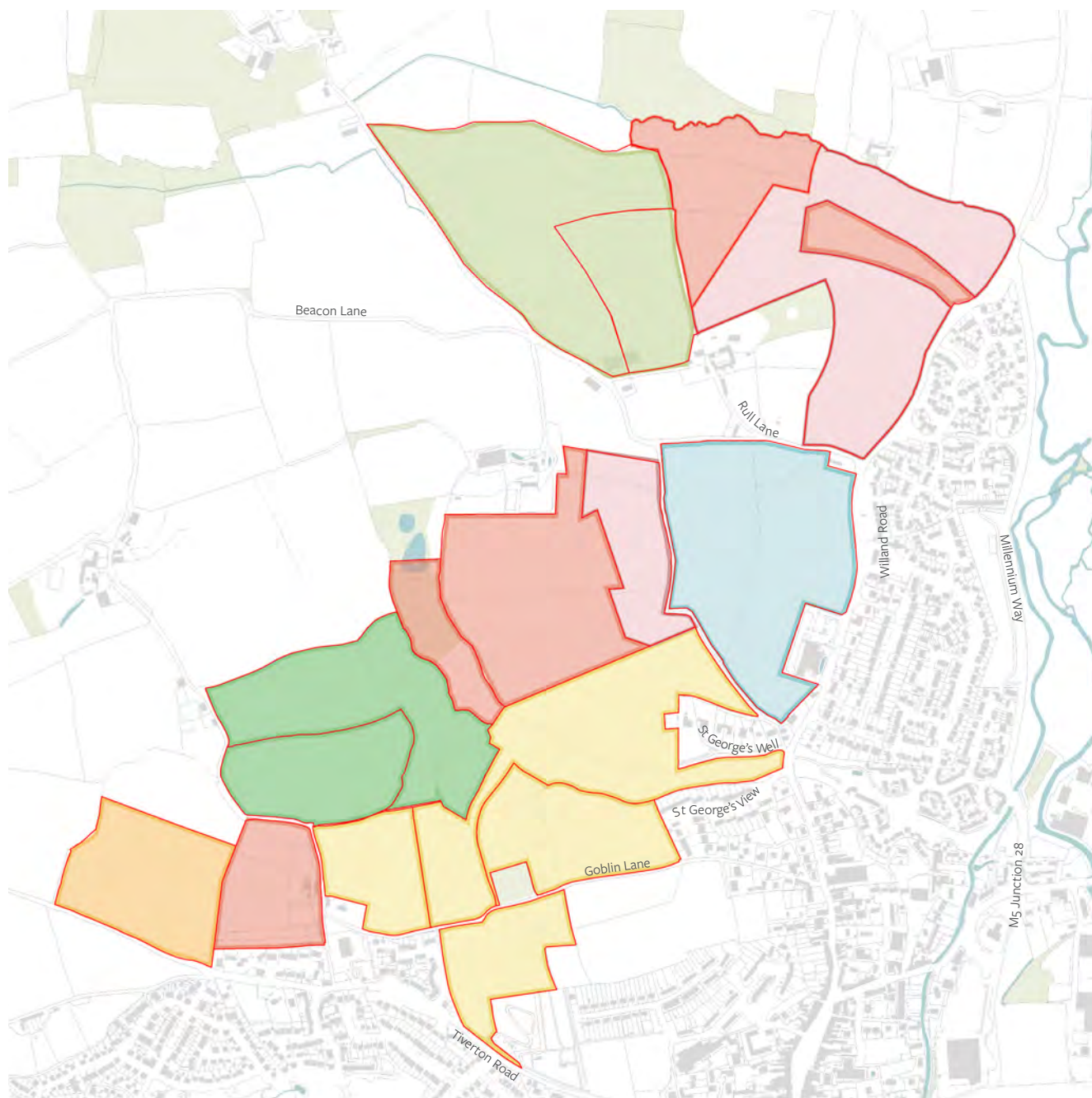
2.0 About the site

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.



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

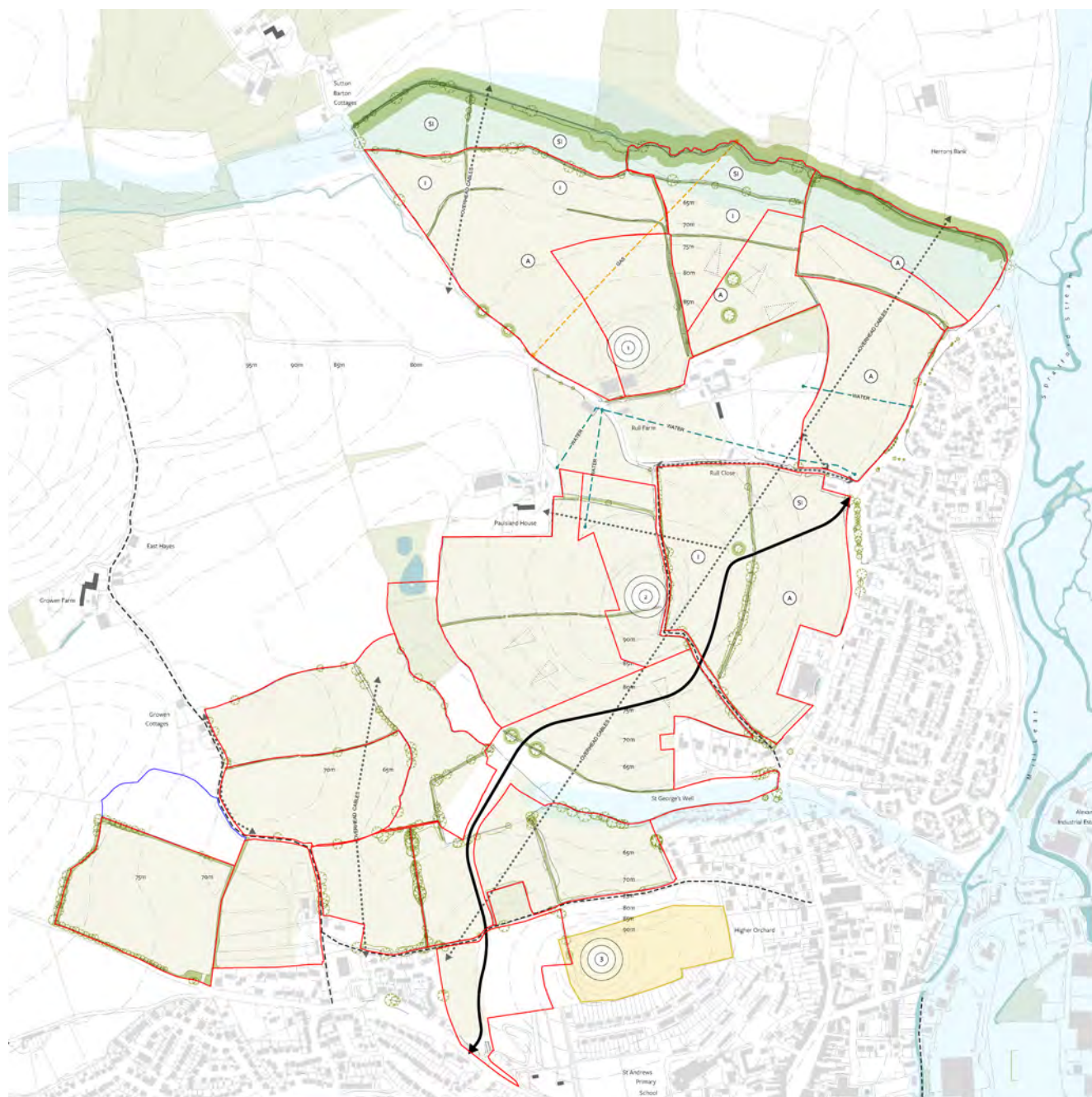
Monument and nearby listed buildings at Growen Farm, Little Rull, Paulsland Farmhouse and those associated with the cemetery. The location and planning out of green infrastructure will also assist in reducing impact upon the setting of heritage assets. A comprehensive assessment of proposals upon cultural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

Development Area

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

Opportunities

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



Key

- Site boundary
- PRoW
- Woodland
- Existing Tree
- Existing Hedgerow
- Watercourse
- Floodzone
- Ancient Monument
- Listed buildings

Utilities

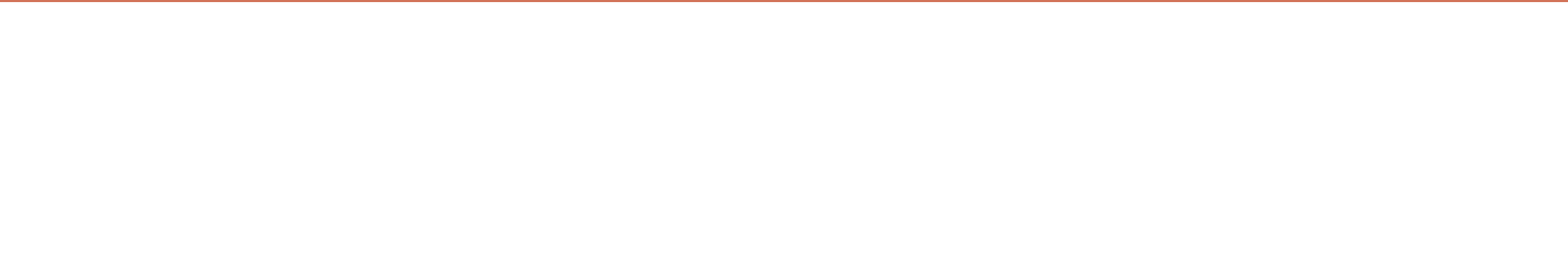
- Overhead electric cables
- Underground gas pipe
- Underground water pipe

Ecology

- Hilltops
- Species rich hedgerows
- Potential habitat for otters
- Broadleaved trees
- 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,

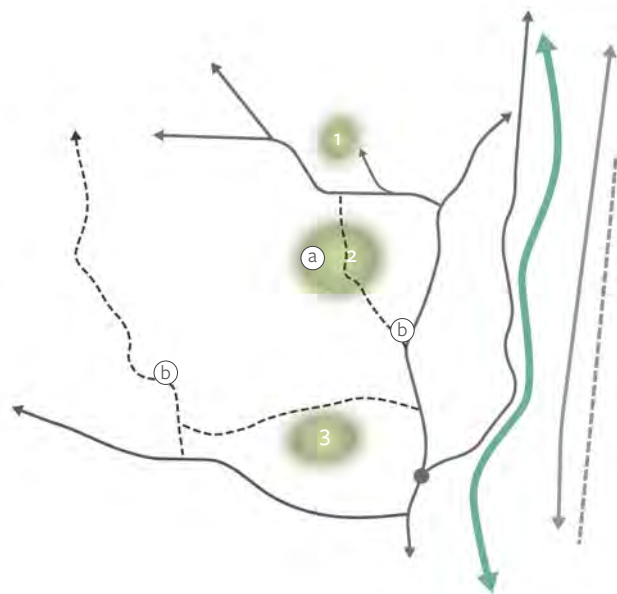
employment and homes. It will be served by pedestrian and cycle links and a bus stop, and could include facilities such as e-bike hire and electric car charging.

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.

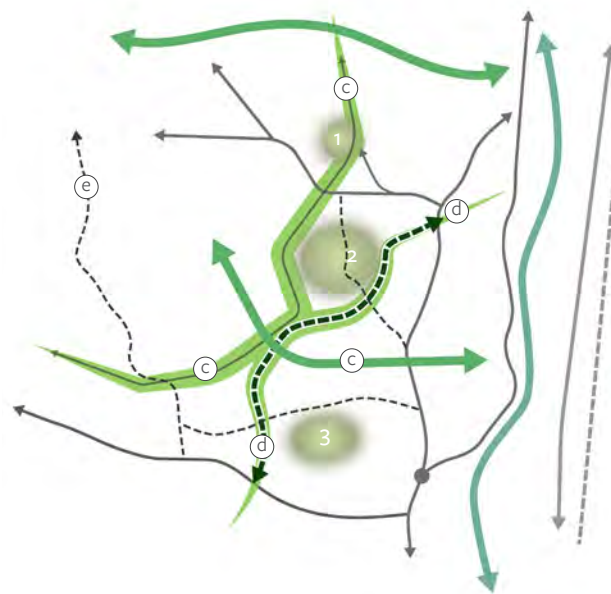
Public open space – Public open space links all the various parts of the neighbourhood together and provides a visual and public amenity promoting sustainable transport within the area and a active and healthy life style. Sporting facilities, community uses, allotments, orchards, play spaces and public 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.



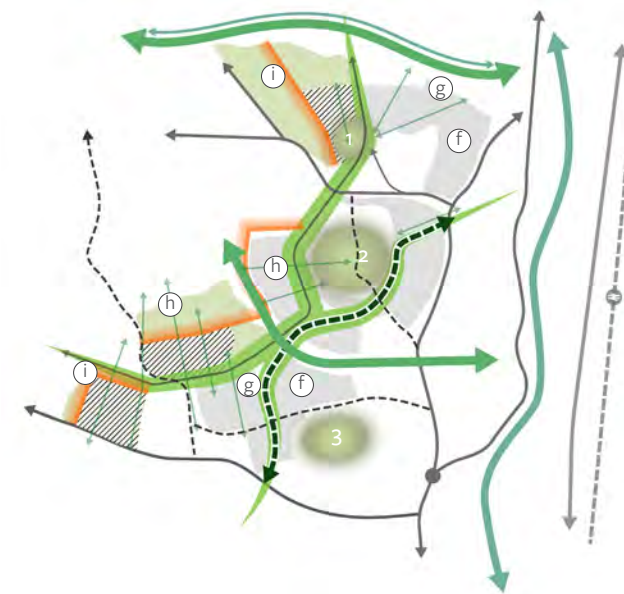
1. Three Hilltops and Green Infrastructure

- 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

Parking should comply with policies in the Mid Devon Local Plan and Cullompton Neighbourhood Plan.

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), biodiversity net gain, informal, formal and children's play and recreation (including sports pitches).

C5 Management

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

For existing green space conditions see chapter 6.7.

Policy CU3 North West Culloompton Environmental Protection and Green Infrastructure

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

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



Guiding Principle D: Socially Equitable

D1 Employment and Community Uses

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

D2 Primary School

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

D3 Health

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

D4 Usable Green Infrastructure

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

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 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 throughout the development and developers are encouraged to provide one charging point per dwelling. Proposals should also consider a wide range of green travel initiatives. This may include the provision of a car club scheme.

F12 Air quality

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

Policy CU5 North West Cullompton Carbon Reduction & Air Quality

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

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

Guiding Principle G: Character

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

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

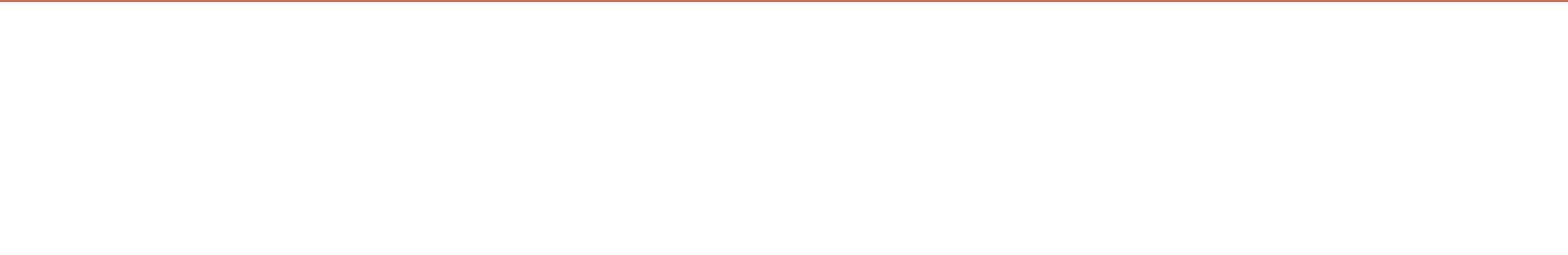
Structuring elements of the scheme will be informed by future character analysis. At this stage it is likely that these will include: a united and cohesive layout; making the most of natural contours and features; a green and leafy open character; a clear overall structure to streets and spaces; views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

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

In their planning applications, developers are required to demonstrate a full understanding of the wildlife and habitats on the site, and to protect these where possible, or to mitigate for any unavoidable habitat loss, showing an overall net gain in biodiversity.

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.



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

Urban Interventions

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

Landscape Interventions

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

4.0 Creating the Structure

Achieving a Quality Place

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

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

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

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

A hierarchy of streets

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

Changes in density

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

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

The hilltops

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

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

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

Making the Most of Local Features

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

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

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

Local employment

The masterplan has been structured in order that an appropriate level of flexible commercial space is allocated; it is to be located in two places: the majority to the North of the site so it can be easily accessed from the M5 and Willand, and

is visible from the main road, and a second element within the local centre. The mix of uses within the employment areas of the site will be considered carefully at the application stage in order to ensure that they do not undermine the vitality and viability of Cullompton Town Centre, but complement it.

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

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

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

Class C1- Boarding or Guest Houses

Class C2 Care Homes or Extra Care Homes

- residential school, college or training centre.

Class B8-Storage or Distribution ;

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

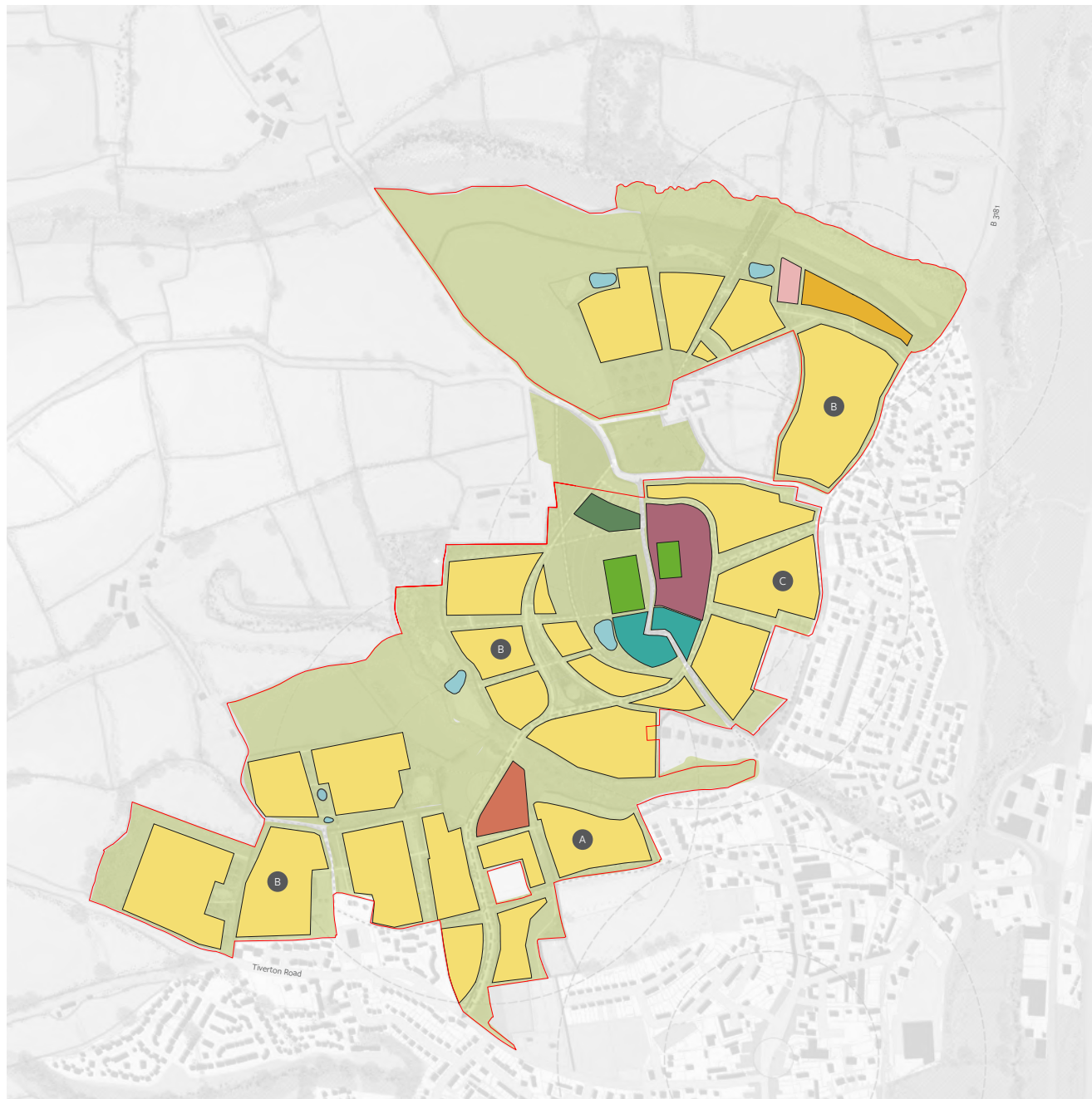
Class F.2 - Local Community use such as community centre, sport, recreation or leisure

4.0 Creating the Structure

4.2 Amount and Use (Land Budget)

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

Green Infrastructure (Policy target 28ha)	45.77	10.44	12.82	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
Retained Farmland	10.58	0	10.58	0	0	0	0
Link Road Infrastructure	2.07	1.48	0	0	0.59	0	0
Total Non Developable Net Area (Hectares)	61.82						



Key

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

4.0 Creating the Structure

4.3 Densities

Residential

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

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

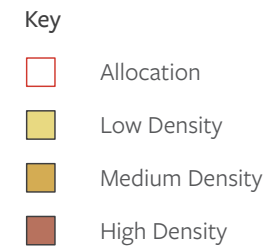
Generally, and as illustrated on the plan opposite, a higher density should be adopted around the local centre, along the link road, Willand Road and Millennium Way, as well as any other major roads within the site. This density could be between 40 and 50 dwellings per hectare.

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

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

Local Centre

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



4.0 Creating the Structure

4.4 Movement

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

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

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

Strategic transport proposals

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

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

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

In addition, financial contributions are required for:

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

Two additional requirements have been added:

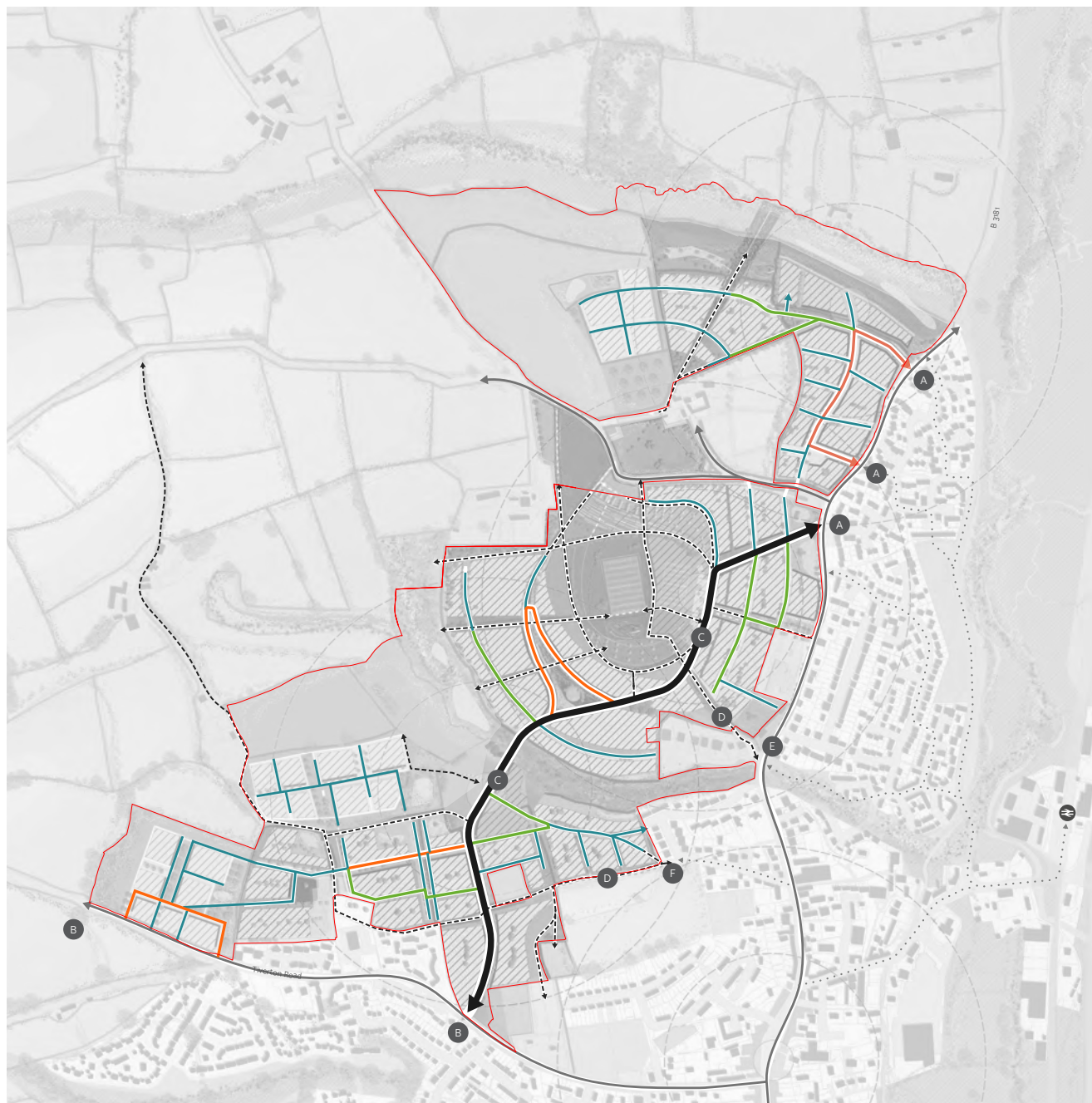
- Financial contributions towards the Town Centre Relief Road and traffic management measures on Willand Road; and
- Capacity improvements at junction 28 M5, to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess the impact of the traffic generated from the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

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

Local connections

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

- Enhancement and traffic calming along Willand Road to discourage through traffic from using a route through the town centre.
- Retention of the three bridle paths running through the site (Growen Lane, Goblin Lane and Bluebell Lane) with their existing hedge banks kept intact wherever possible and upgraded as necessary to facilitate their use for pedestrians, cyclist and horse riders. Where the link crosses these paths, suitable crossings should be provided for all users.
- 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
- G. Cullompton Railway Station (proposed reopening)
- Existing primary route
- Link road
- Primary route
- Secondary route
- Tertiary route
- Footpaths and bridleways
- Pedestrian links to railway station

4.0 Creating the Structure

Achieving a Quality Place

4.5 Landscape and Open Space

Green Infrastructure

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

Strategic Planting

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

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

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

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

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

Landscape precedents



4.0 Creating the Structure

Achieving a Quality Place

4.5 Landscape and Open Space

A. Hilltop Parks

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

B. Green Links to Hilltops

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

C. Enhanced Biodiversity

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

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

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

drainage will form part of the planning application stage.

E. Pedestrian and Cycle Connections

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

F. Wetland areas

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

G. Woodland areas

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

H. Retained Hedgerows and Veteran Trees

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

I. Areas for informal recreation

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

J. Community Allotments

Within Rull Hill park, community allotments are proposed.

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

K. Community Orchards

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

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

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

M. New sports pitches

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

N. Areas retained for farmland

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

O. Community Health Garden

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



Key

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

4.0 Creating the Structure

Achieving a Quality Place

4.6 Drainage Strategy

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

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

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

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

4. **Regional control** – management of runoff from a site or several sites, typically in a balancing pond or wetland.

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

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

Where possible two or more drainage features should be used together such as swales, attenuation ponds and rain gardens. Attenuation pond slopes should be varied to improve biodiversity and have permanent water wherever possible. Green roofs could be incorporated on community buildings and bus stops.

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

4.7 Character Assessment

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

Design approach

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

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

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

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

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

Link Road (A)

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

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

Local Centre (B)

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

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

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

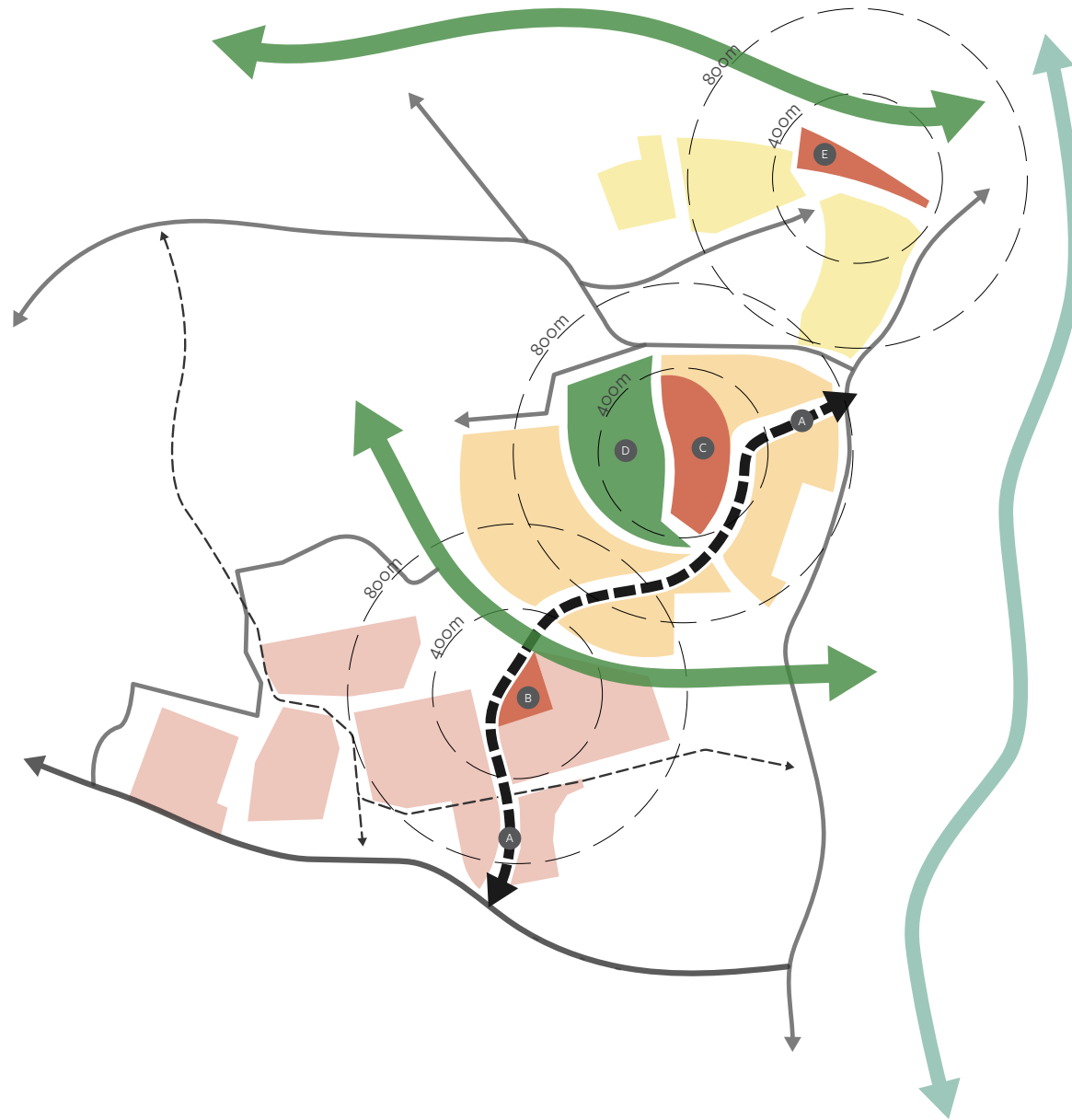
School and Community Centre (C)

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

Rull Hill (D)

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

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



Key

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

5.0 Delivering the Place

Achieving a Quality Place



5.0 Delivering the Place

Achieving a Quality Place

5.1 Infrastructure and Planning Delivery

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

Policy CU6 is set out below:

Policy CU6 North West Cullompton Phasing

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

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

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

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)	25	25
Year 2 (2023 - 24)	150	175
Year 3 (2024-25)	150	325
Year 4 (2025-26)	150	475
Year 5 (2026-27)	175	650
Year 6 (2027-28)	150	800
Year 7 (2028-29)	150	950
Year 8 (2029-30)	100	1050
Year 9 (2030-31)	150	1200
Year 10 (2031-32)	135	1335
Year 11 (2032-33)	15	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

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;
- 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.

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:

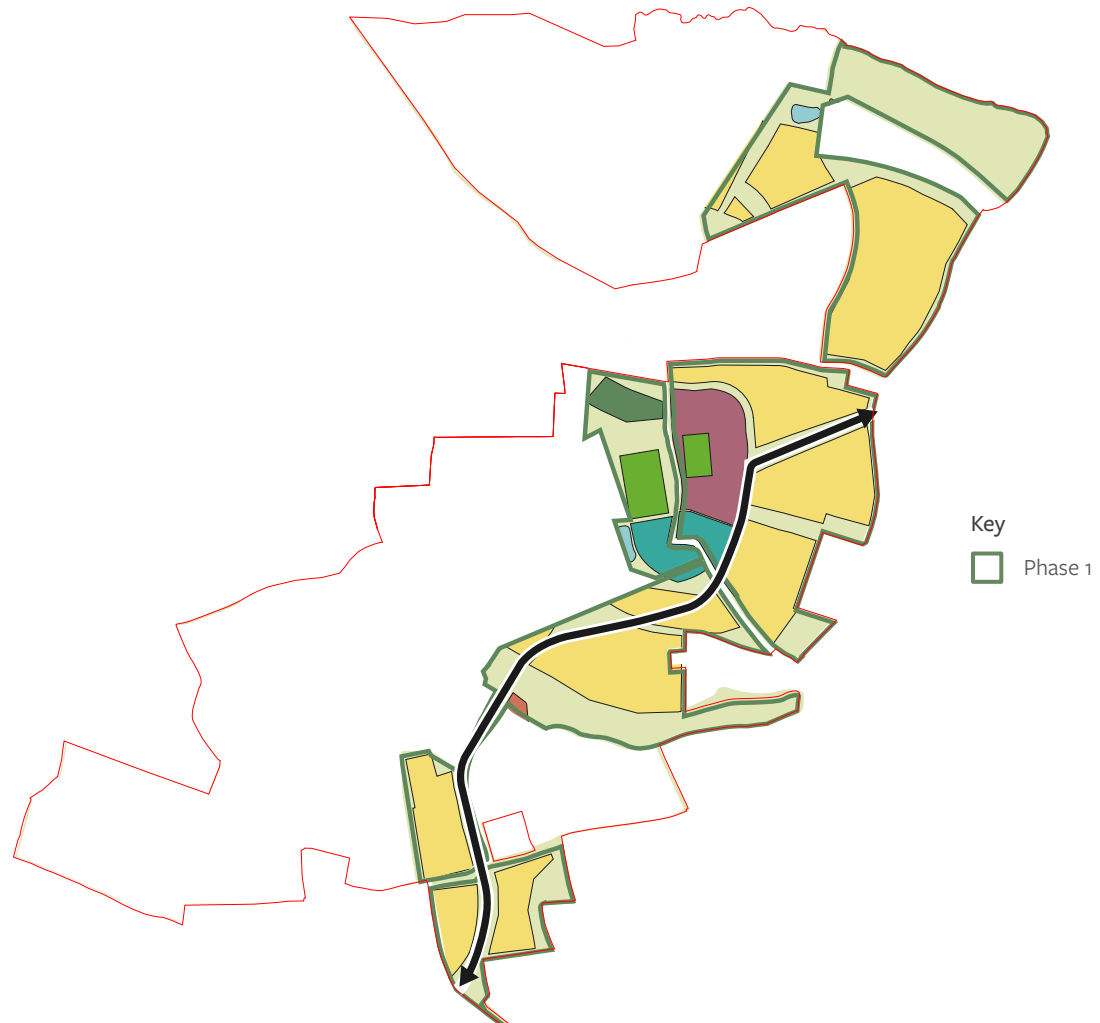
The overall approach taken towards phasing and infrastructure delivery in this SPD is to seek to ensure that each phase of development is as self-sufficient as possible whilst delivering necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following 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
- A package of interpretation in respect of the Scheduled Monument

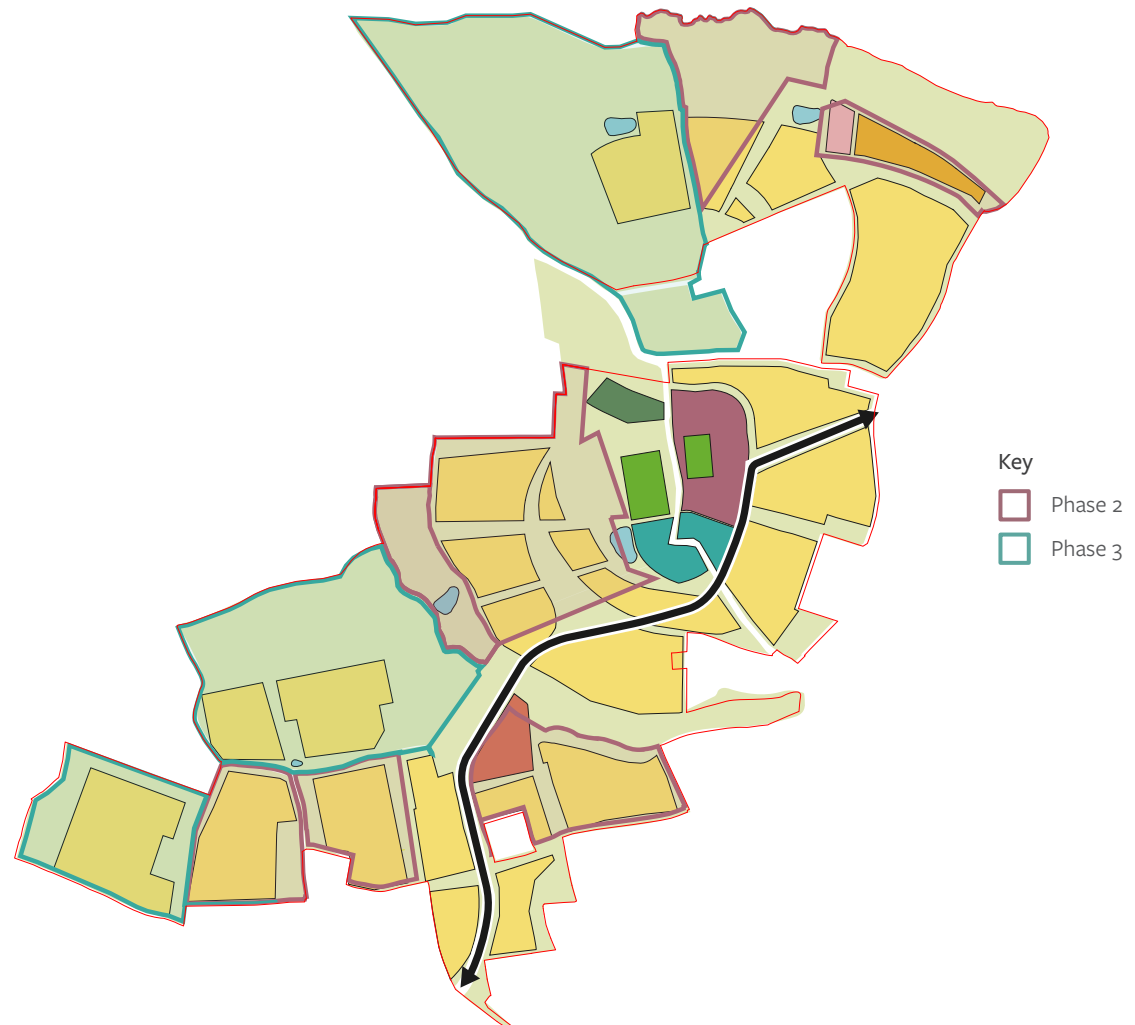


Phases 2/3:

- 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)
- Traffic calming measures in Tiverton Road

Key

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



Above: Phases 2 & 3 plan

5.0 Delivering the Place

5.4 Construction of Road Infrastructure within the site

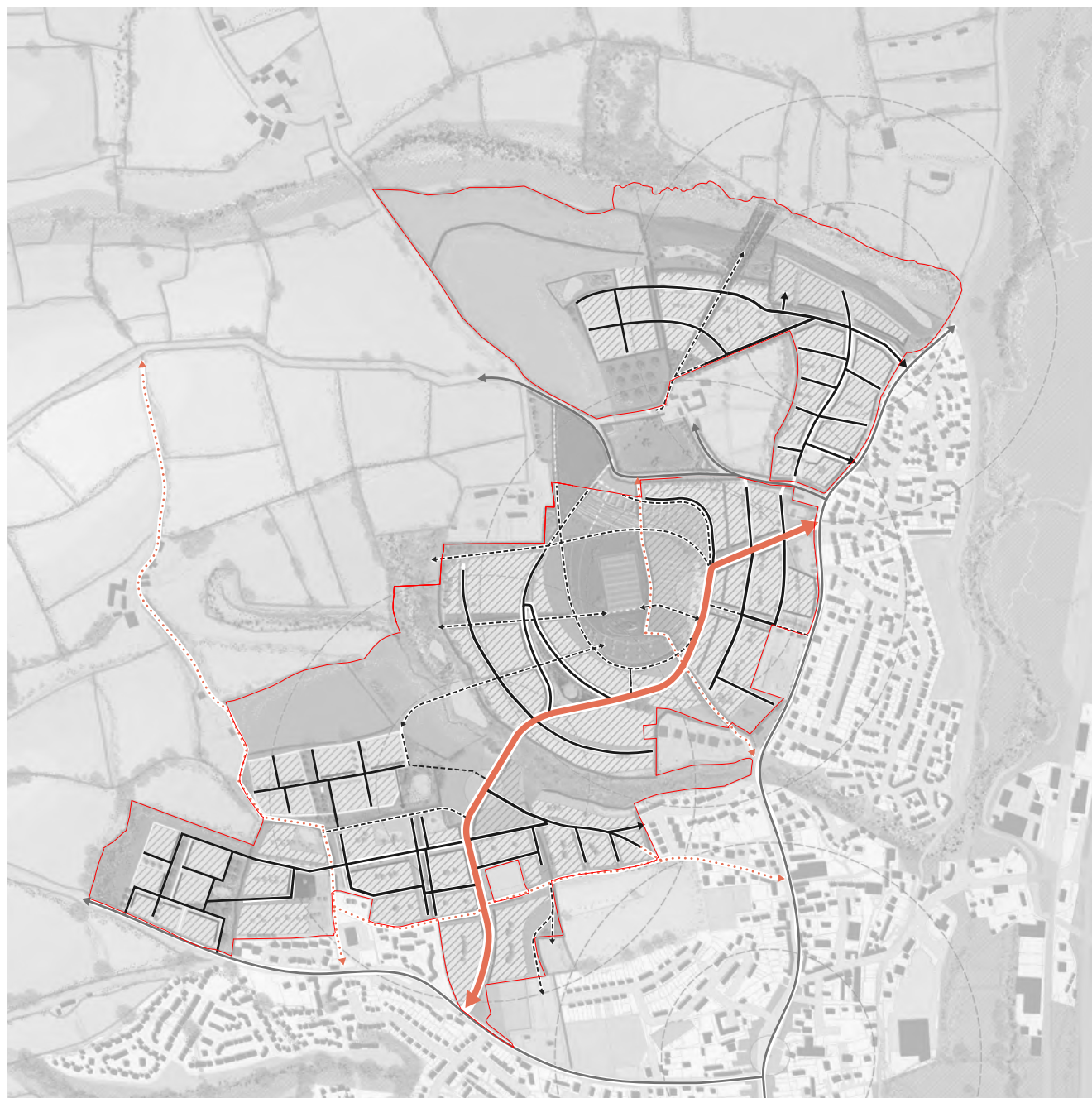
The proposed time frame for the completion of the link road is 2-3 years from the commencement of development. Policy CU6 of the Mid Devon Local Plan requires the link road to be opened before the occupation of no more than 500 houses. However, the outline planning permissions secure the opening of the road before 100 houses are occupied on each of the Persimmon and Barratt David Wilson sites. The housing trajectory table on page 65 shows that by the end of year 2 up to 175 houses will have been built, with up to 325 houses completed by the close of Year 3.

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

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

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

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



Key

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

5.0 Delivering the Place

5.5 Infrastructure Requirements

Infrastructure Required and Triggers for Delivery

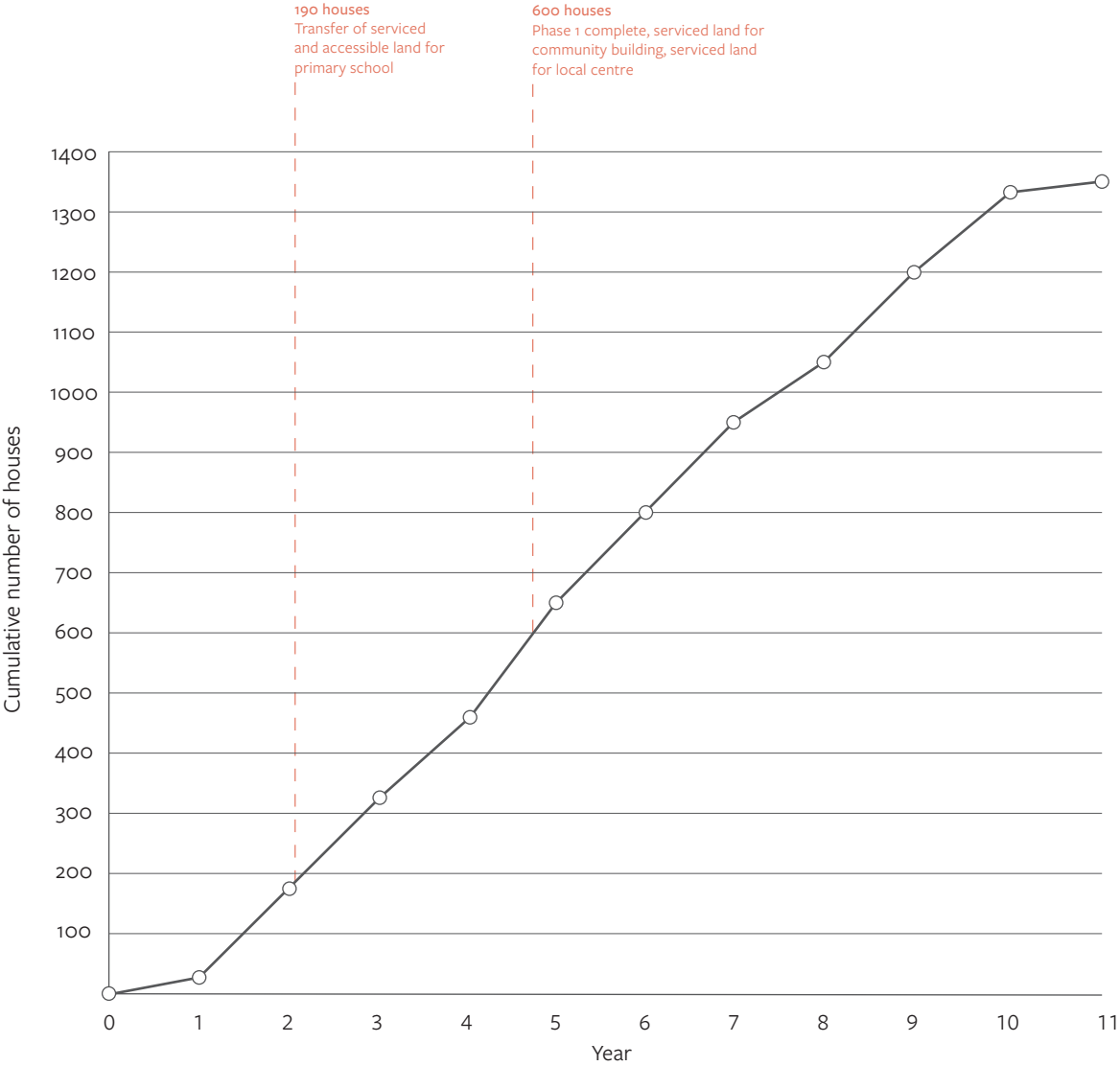
The key elements of infrastructure required to support the vision and aims of sustainable development at Cullompton’s new neighbourhood have been based on requirements set out in the Mid Devon Local Plan 2013-2033 together with information collected from stakeholders and the wider community.

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

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

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

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



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
Contributions to bus service enhancements	Phased with development	Developer
Cycle and pedestrian links to and from the town centre	Phased with development	Developer
Town Centre Relief Road is required	Prior to the occupation of no more than 600 dwellings	Developer
Provide for traffic calming measures in Tiverton Road	Phase 2	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	Phase 1 – prior to the occupation of 500 dwellings	Developer
One playing pitch (1.4ha) with necessary financial support and management	Phase 1	Developer
Other green infrastructure including second equipped play area and off-site provision of third playing pitch with necessary financial support and management	Phases 2 and 3	Developer
Sustainable urban drainage systems (SUDS)	Phased with development	Developer
Gypsy and traveller site		
Serviced land for gypsy and traveller site (sufficient for at least 5 pitches)	Phase 2	Developer

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

5.0 Delivering the Place

Achieving a Quality Place

5.6 Monitoring and Review

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

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

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

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

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



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

Urban Interventions

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

Landscape Interventions

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

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 at: 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

- 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
- Transport assessments including capacity studies to assess the impact of traffic generated from the site on junction 28 of the M5

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.
- A biodiversity net gain assessment to demonstrate a net gain

4. Traffic & Transport

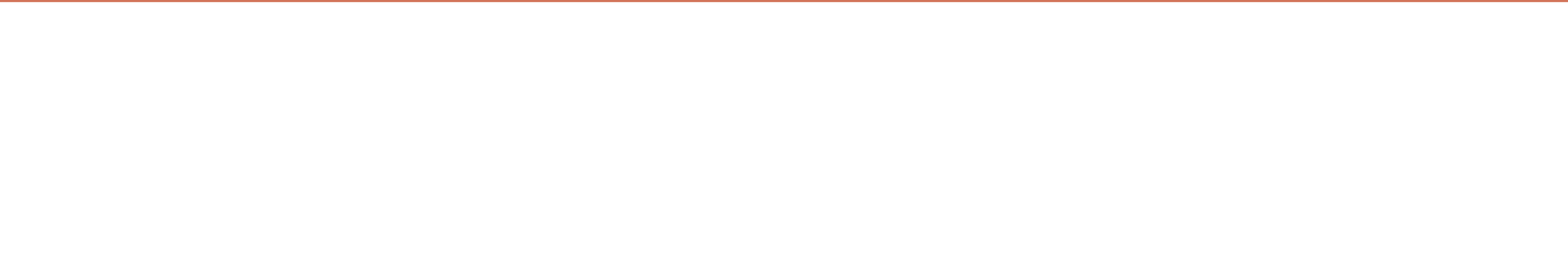
- Whole-site Transport Assessment
- Whole-site Framework Travel Plan – outlining measures to encourage new residents and employees on site to use sustainable modes of transport
- Traffic pollution assessment – to consider the impact of traffic generated nitrogen oxides upon environmental assets including 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



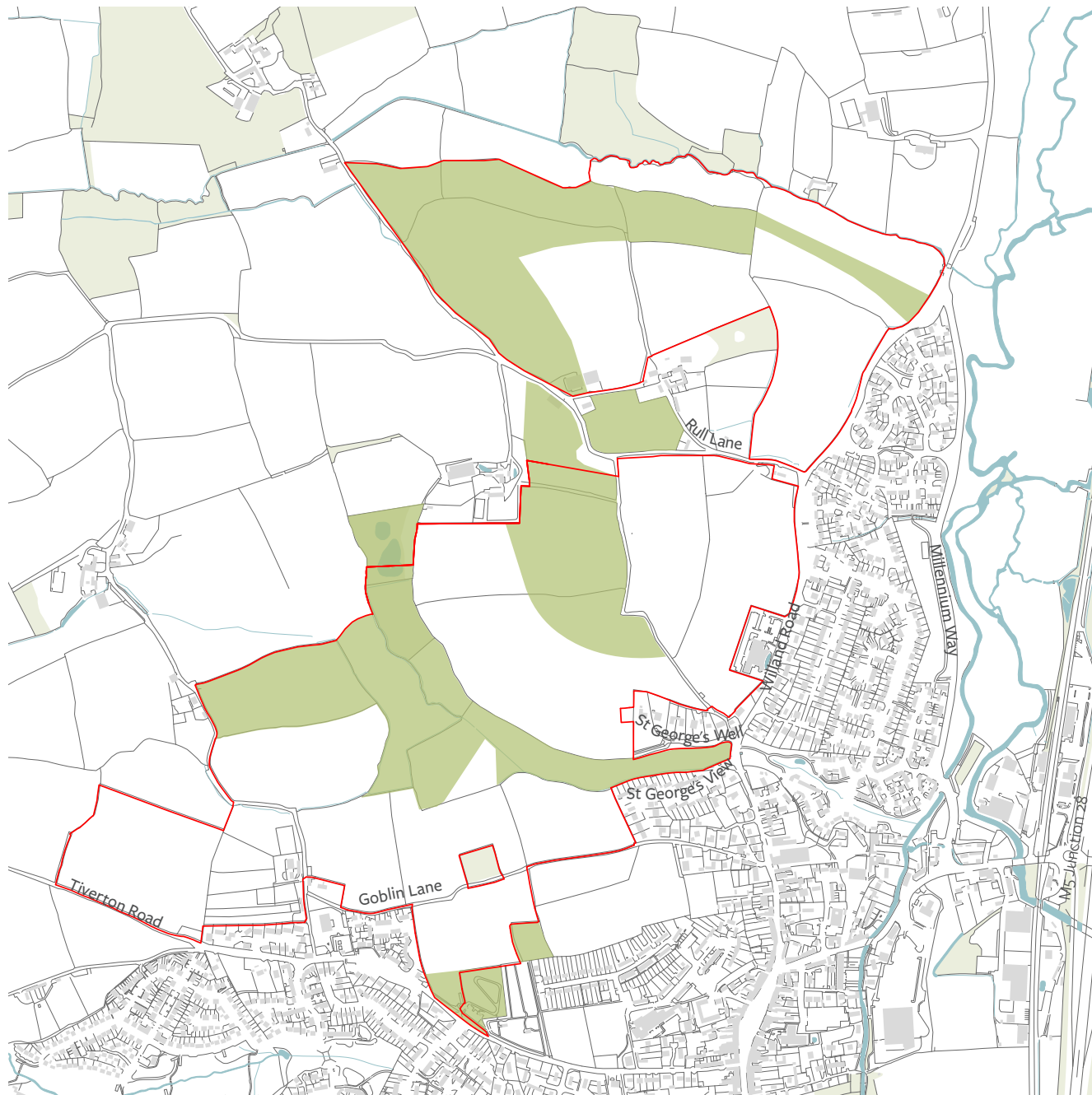
6.0 Factors Shaping Development

6.1 Scope and Extent

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

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





Key

 Site boundary

 Allocated Green Infrastructure

6.0 Factors Shaping Development

6.2 Cullompton Wide Connectivity

Survey/Analysis:
Mapping 2022

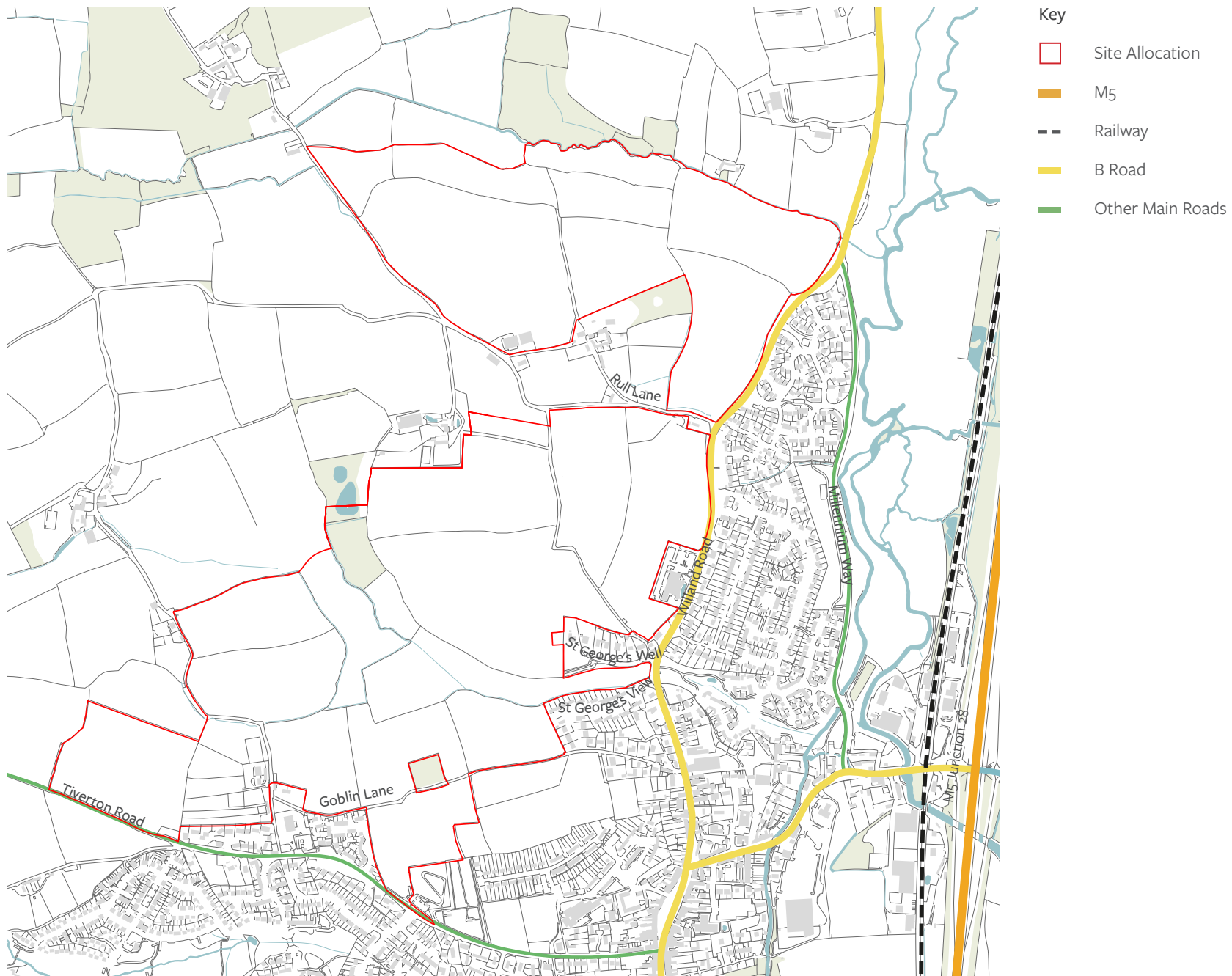
Situation/Summary:

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

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

Opportunity/Constraint:

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



6.o Factors Shaping Development

6.3 Access and Movement

Survey/Analysis:

Mapping 2022

Main routes and connections mapped. Bus stops mapped.

Situation/Summary:

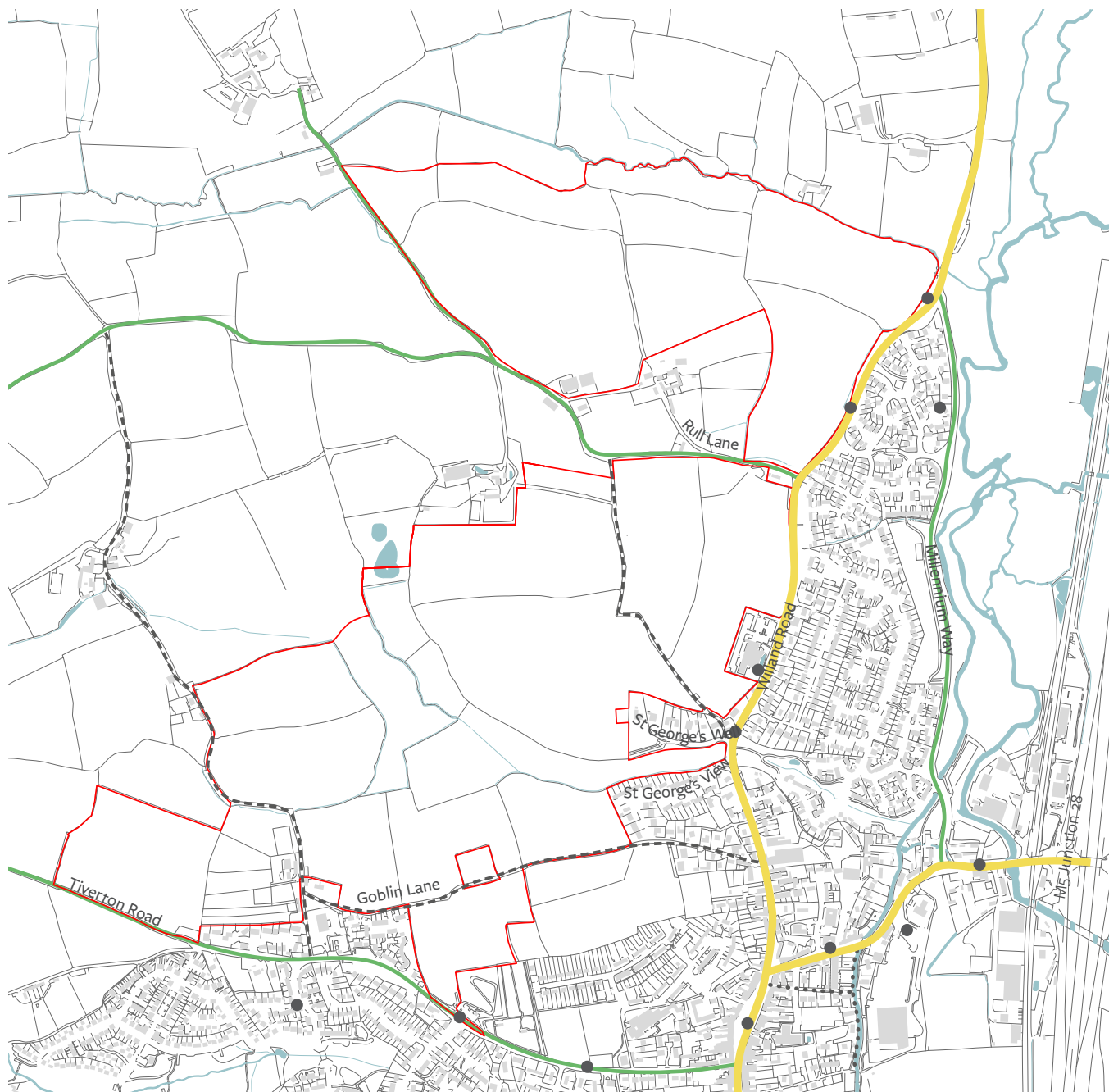
The site is well positioned with access to multiple bus stops. The site lies adjacent to main roads Tiverton Rd and Willand Rd. The site is also within walking distance of the existing town centre.

Three bridle paths run through the site.

Opportunity/Constraint:

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





- Key**
- Site Allocation
 - B Roads
 - Other Roads
 - Bridle path
 - Footpath
 - Bus stops

6.0 Factors Shaping Development

6.4 Facilities and Amenities

Survey/Analysis:

Mapping 2022

Main routes and connections mapped. Bus stops mapped.

Situation/Summary:

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

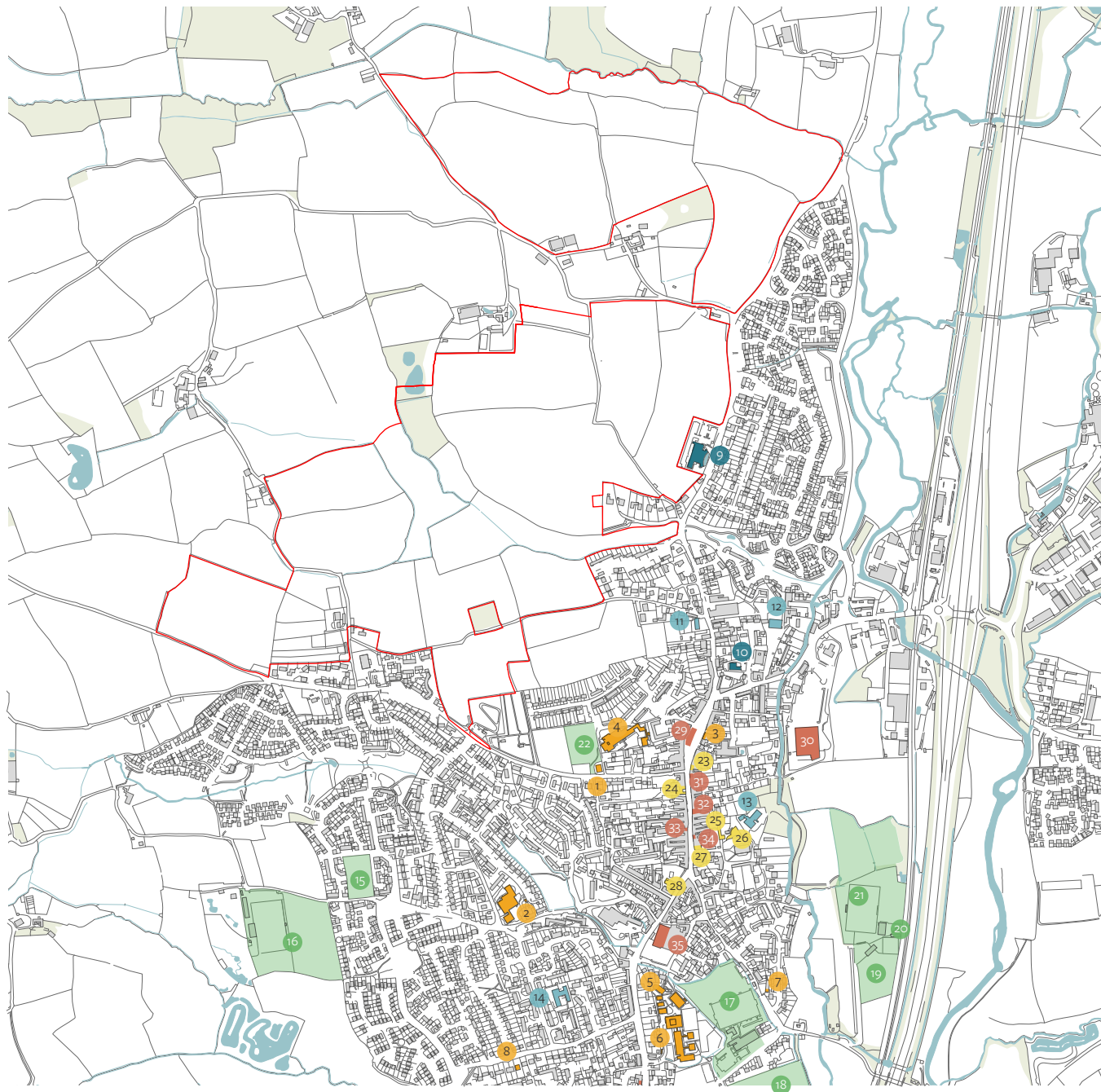
The High Street consists of a number of independent shops and food places.

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

Opportunity/Constraint:

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

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



Key



Site Allocation

Schools

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

Surgeries

9. College Surgery
10. Bramblehaies Surgery

Care Homes

11. Forge House
12. Court House
13. Culm Valley Care Home
14. Orchard Lea

Sports & Leisure

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

Public Buildings

23. Town Hall
24. The Walronds
25. YMCA
26. Community Centre
27. Cullompton Community House
28. Library

Retail

29. Market
30. Tesco
31. Convenience Store
32. Co-op
33. Butchers
34. Bakery
35. Aldi

6.0 Factors Shaping Development

6.5 Visual Sensitivity

Survey/Analysis:
Analysis of views 2022

Situation/Summary:

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

Opportunity/Constraint:

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

Main routes and connections mapped. Bus stops mapped.

Situation/Summary:

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

Three bridle paths run through the site.

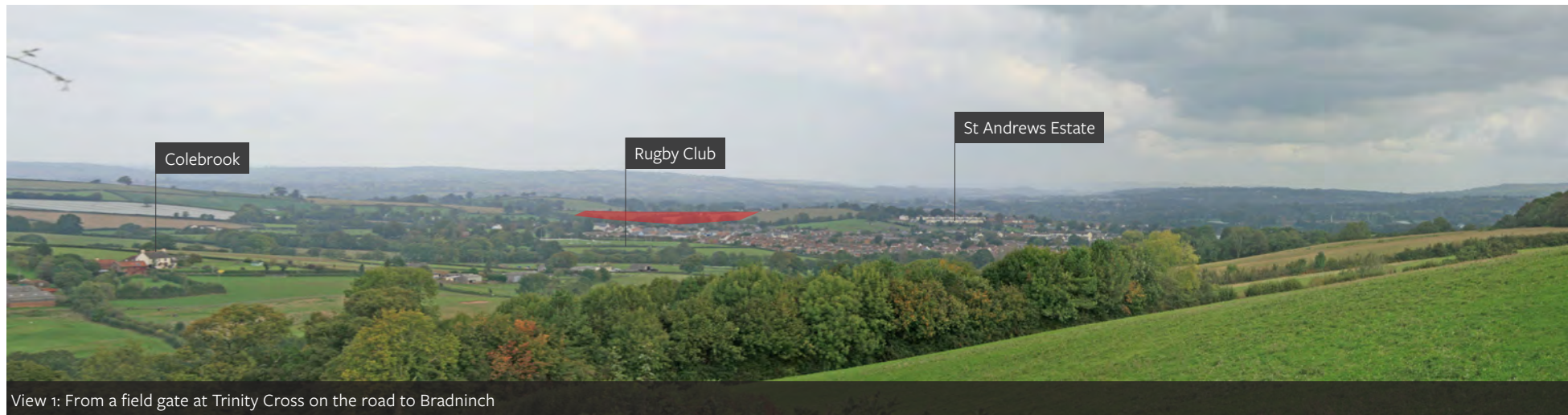
Opportunity/Constraint:

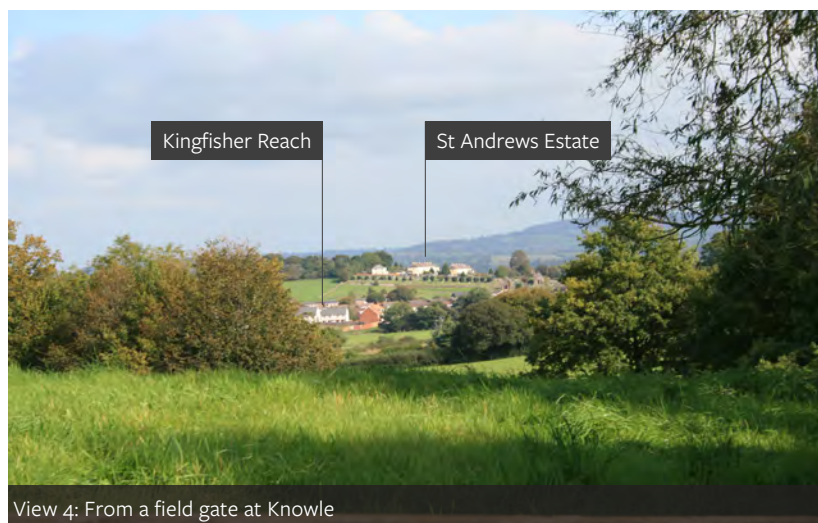
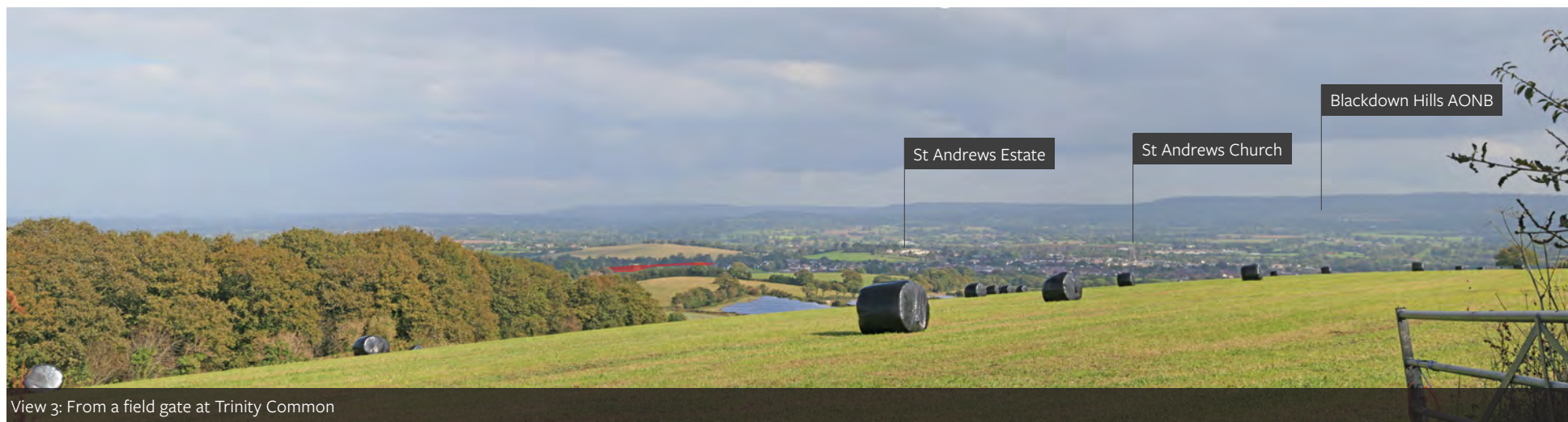
Existing bridle paths within the site should be retained with existing character and incorporated into the site wide pedestrian and cycle network strategy.



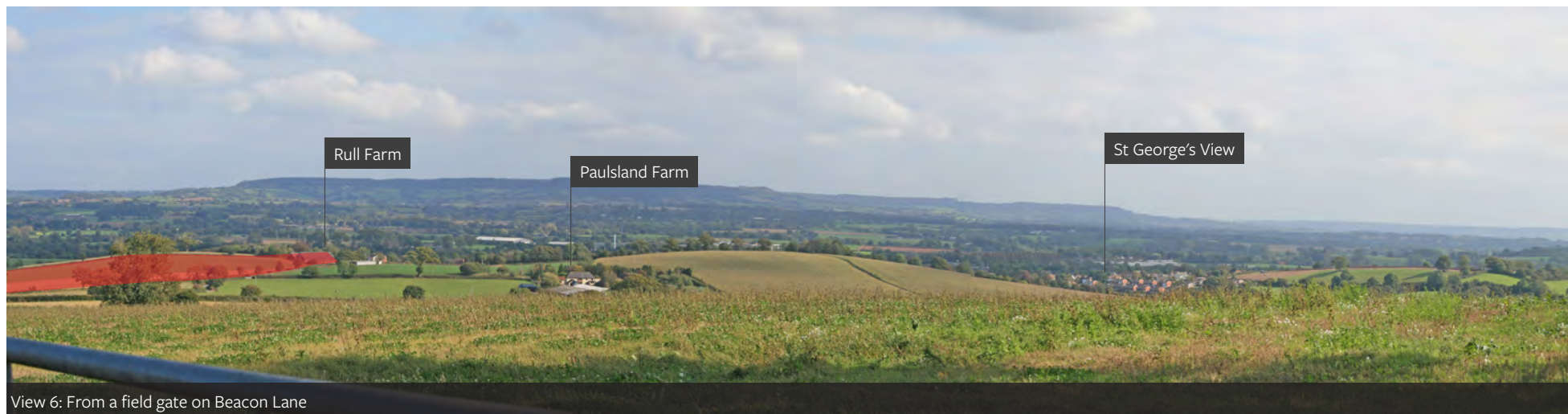
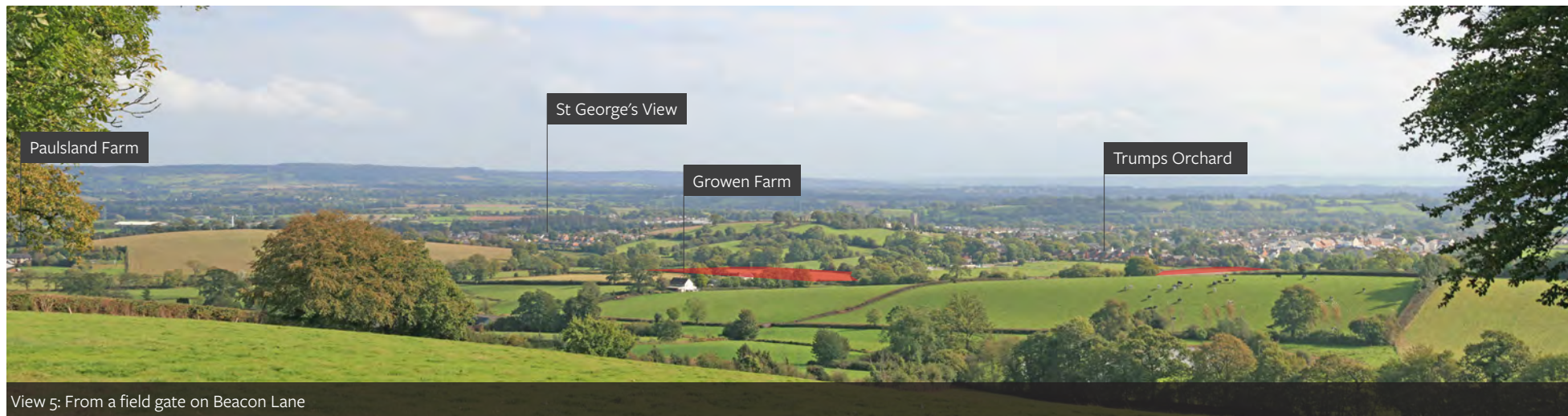
- Key
- Site Allocation
 - Railway line
 - M5
 - A roads
 - Local roads
 - River Culm
 - Public Rights of Way
 - Viewpoint locations

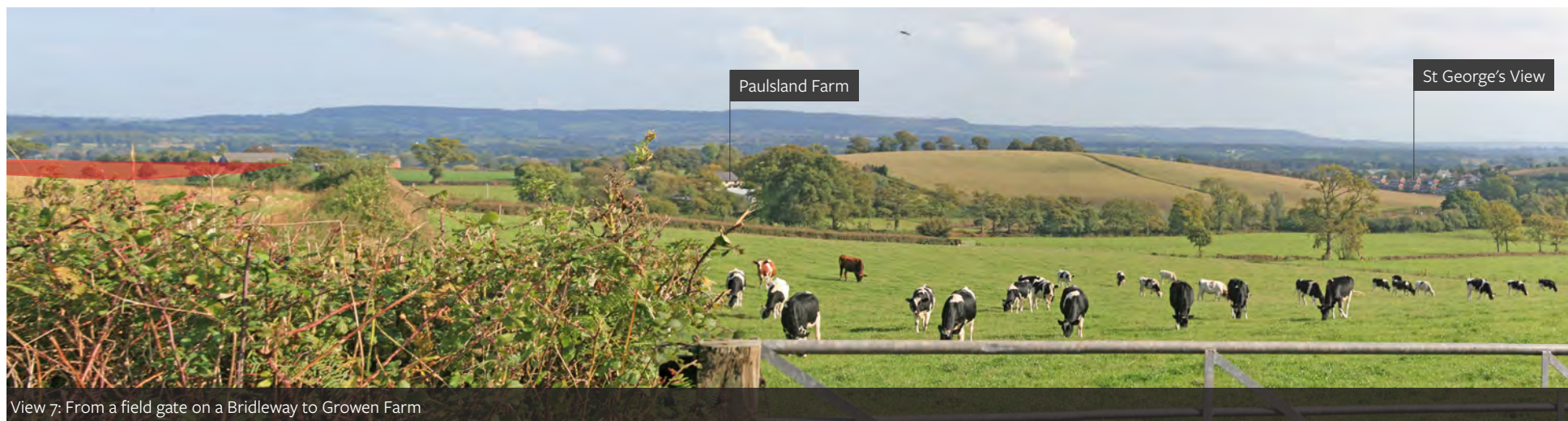
6.0 Factors Shaping Development





6.0 Factors Shaping Development

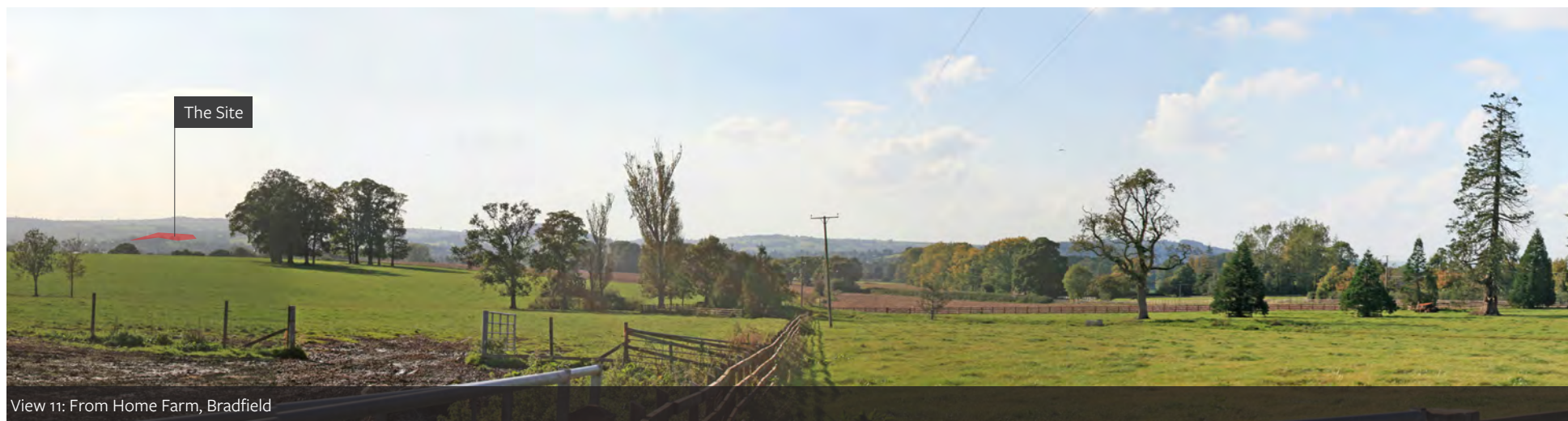




6.0 Factors Shaping Development

Appendix A





6.0 Factors Shaping Development

6.6 Topography

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

Situation/Summary:

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

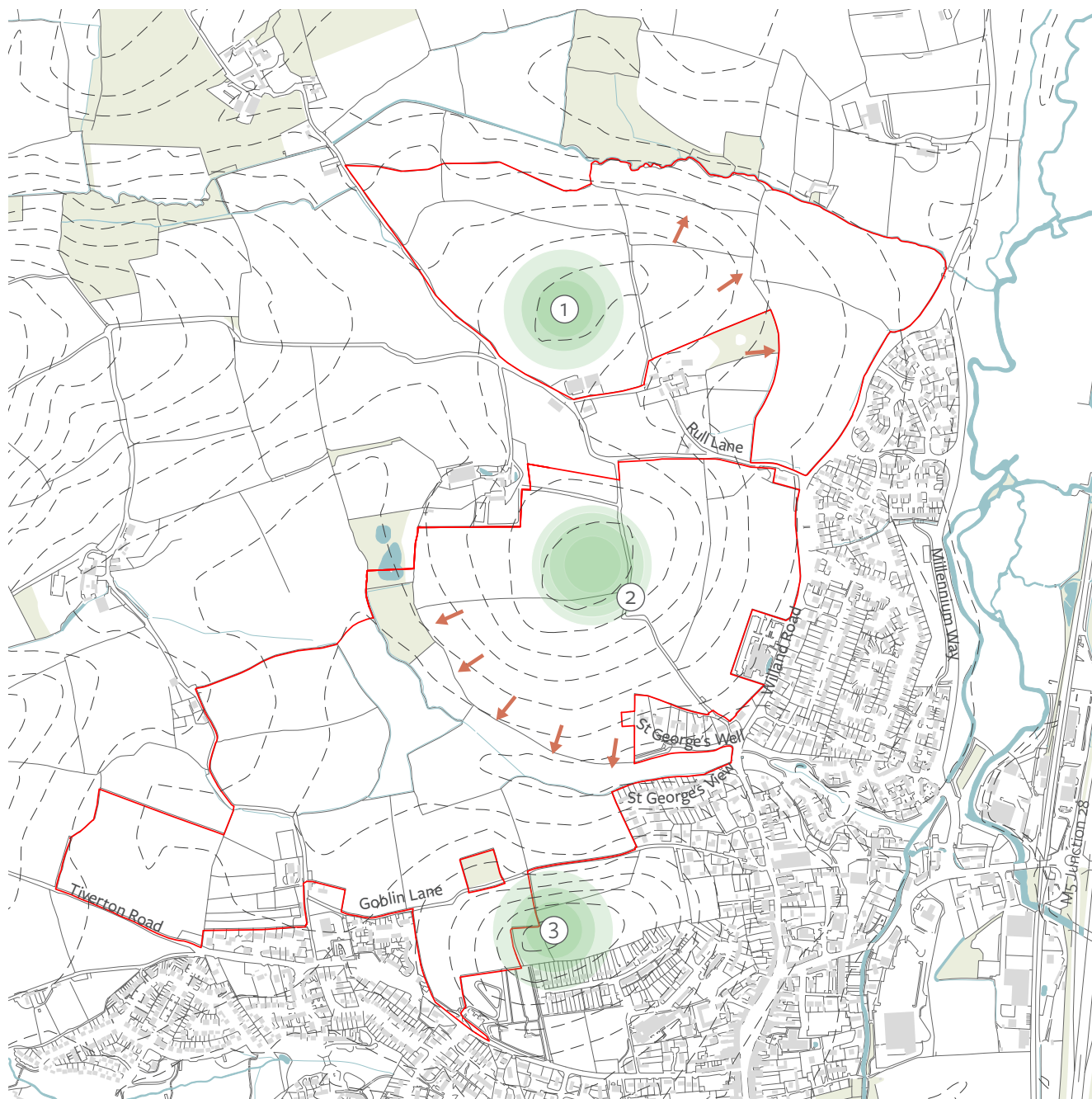
St George's Well is a small valley, and the lowest part of the site, that has a stream running along it making it a flood zone.

Opportunity/Constraint:

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

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

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



Key



Site Allocation



Steep Slopes (greater than 1:10 gradient)

①

Hilltop. 86m high

②

Hilltop. 92m high

③

Hilltop. 95m high

6.0 Factors Shaping Development

6.7 Green Space and Ecology

Survey/Analysis:

Surveys undertaken April and August 2014

Situation/Summary:

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

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

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

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

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

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

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

Proposed Species Mitigation

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

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

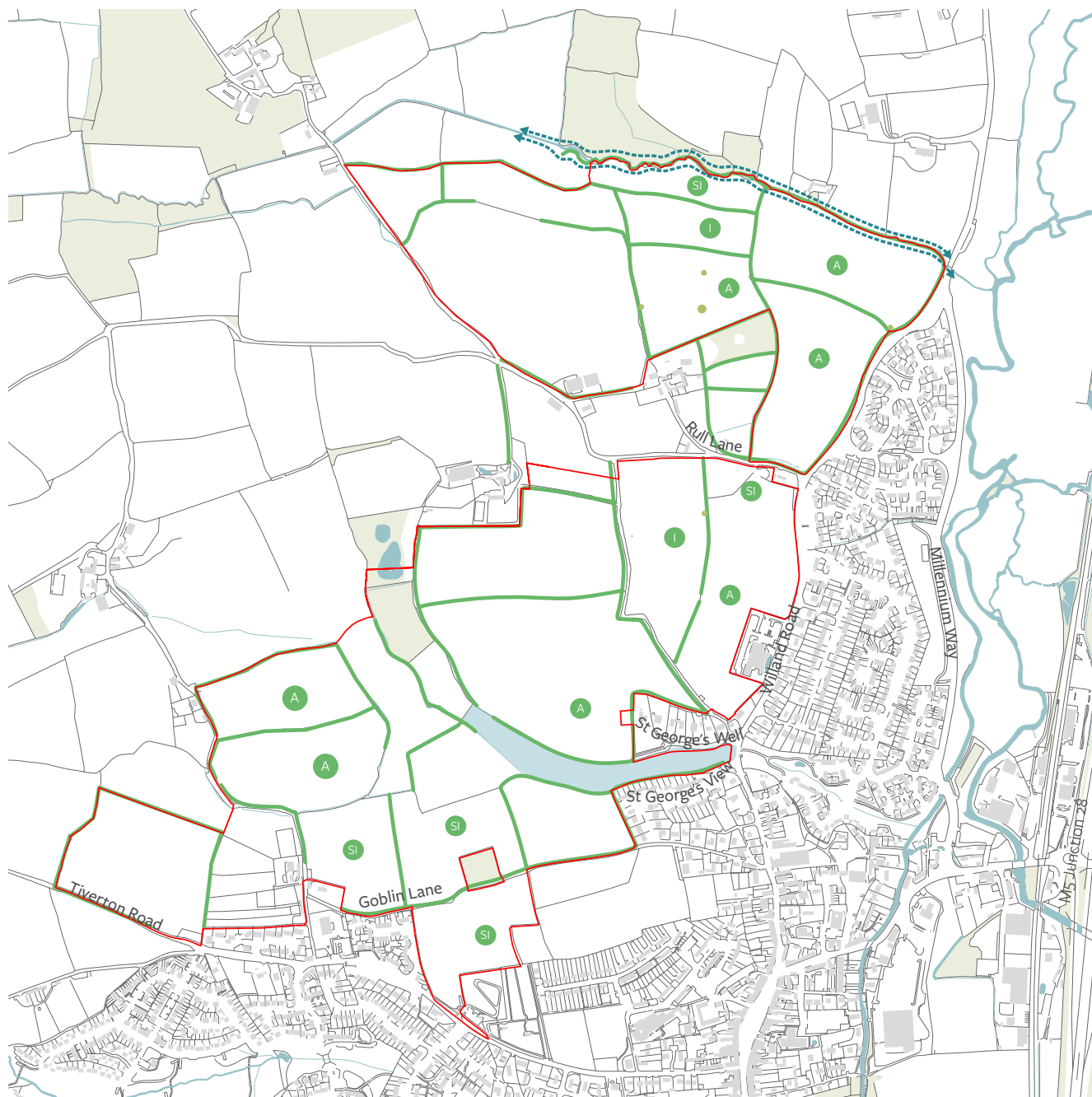
connectivity for wildlife across the site and with the wider landscape.

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

Protection measures during construction will be implemented under a Construction Environmental Management Plan, which will be produced by the contractor(s) and agreed with the planning authority. Where vegetation will be cleared between March to August inclusive an ecologist will check vegetation for nesting birds prior to clearance. Exclusion zones will be implemented near sensitive habitats such as streams, hedgerows and tree root zones.

Construction lighting will be directed away from sensitive habitat and pollution prevention measures implemented to protect water courses. Should any trees require surgery or management, these will be evaluated for use by bats and appropriate precautionary measures will be agreed with the planning authority. The Construction Environmental Management Plan will describe the precautionary approach to such works, such as vegetation and tree removal, and the measures to protect wildlife including dormice, bats and badgers.

All developers will be required to demonstrate that a biodiversity net gain can be achieved for their development proposals.



Key

Site Allocation

Existing Hedgerow

Feature Broad-leaf Trees

Potential Habitats for Otters

Site of Wildlife Interest

SI Poor Semi-Improved Grassland

I Improved Grassland

A Arable Land

6.0 Factors Shaping Development

6.8 Hydrology

Survey/Analysis:

Flood risk and flood zoning.

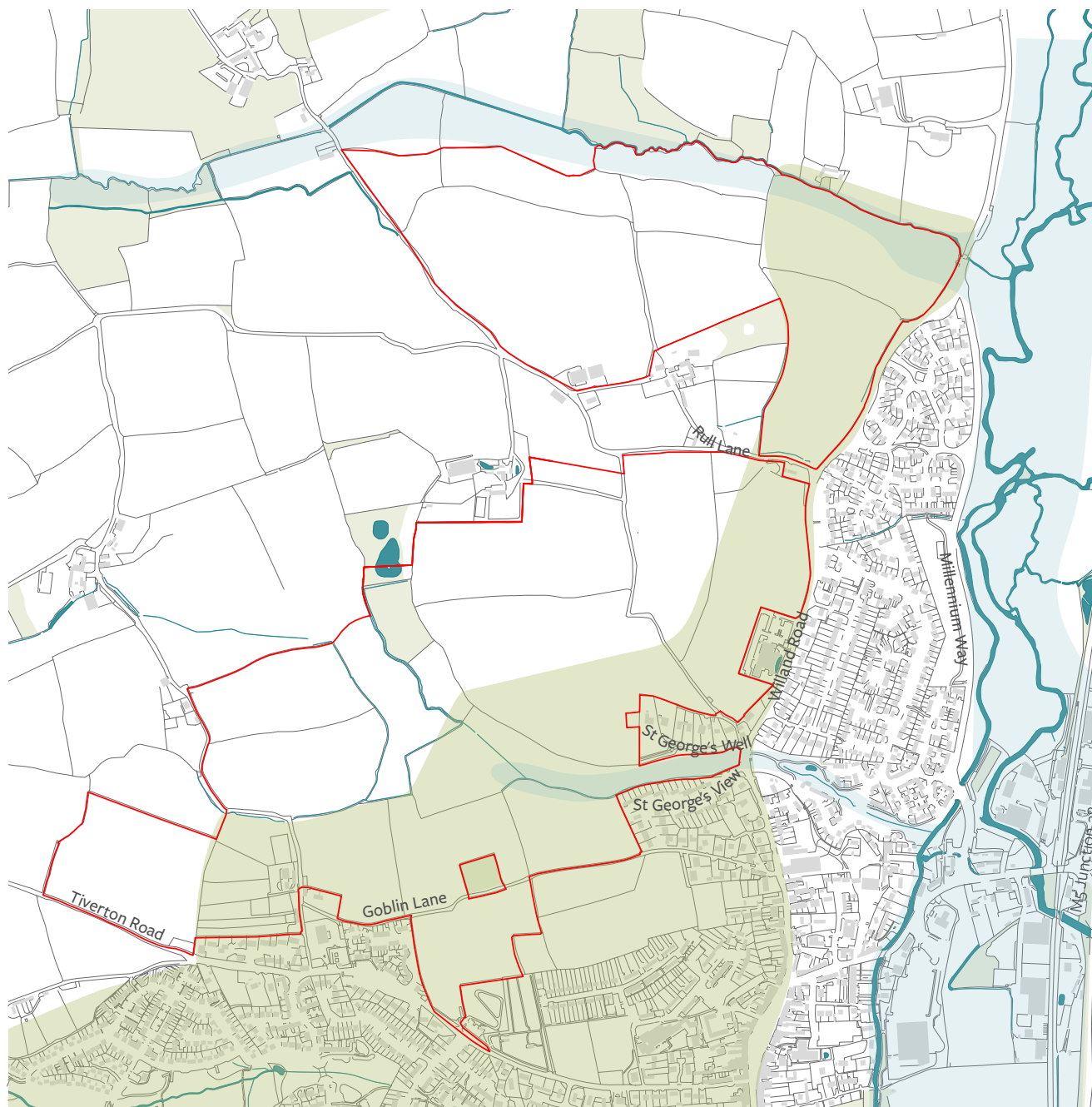
Situation/Summary:

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

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

Opportunity/Constraint:

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



- Key
- Site Allocation
 - Watercourse
 - Floodzone
 - Critical Drainage Area

6.0 Factors Shaping Development

6.9 Utilities

Survey/Analysis:

Water/ gas mains and overhead power lines

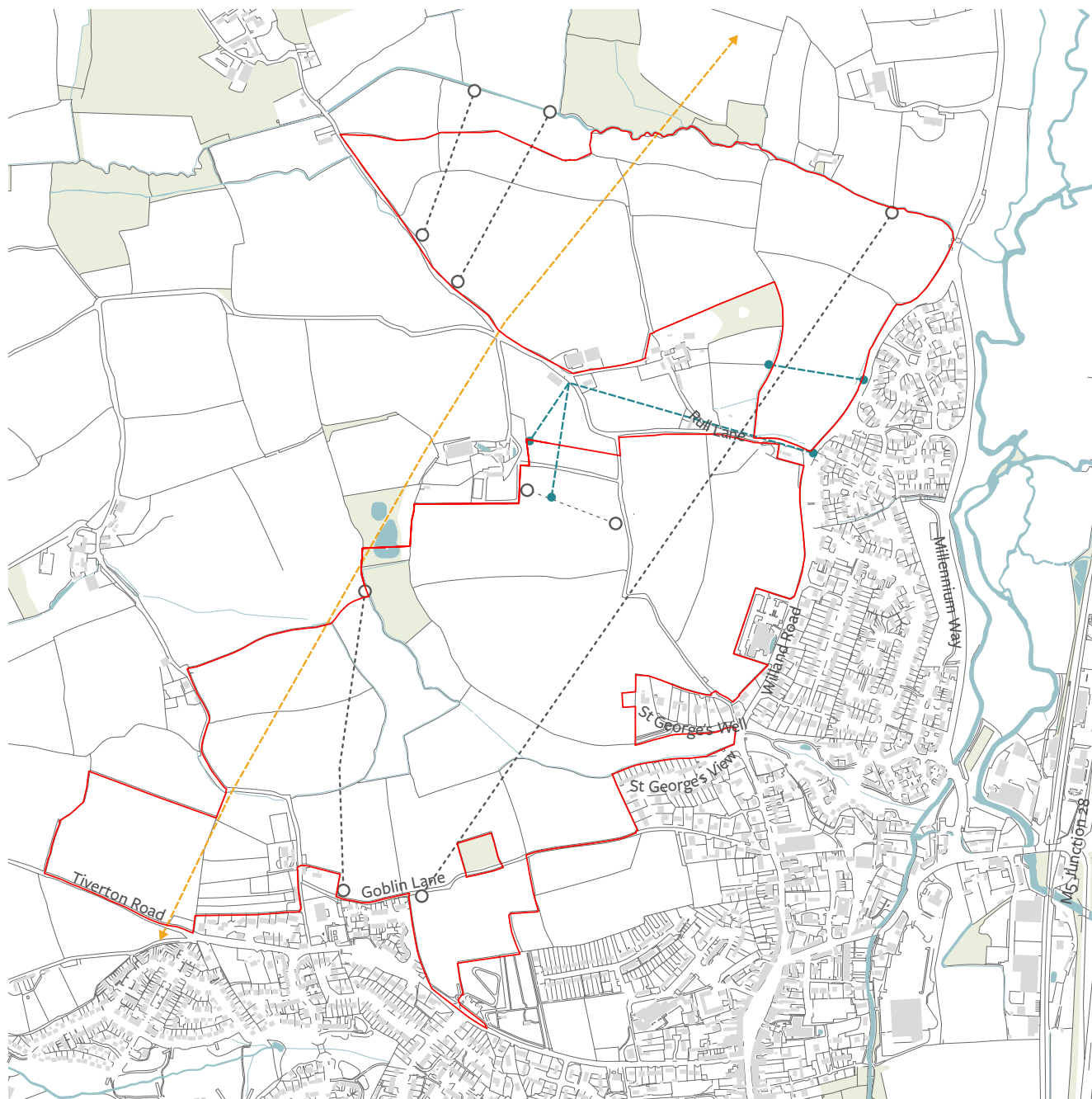
Situation/Summary:

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

Opportunity/Constraint:

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

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



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

6.0 Factors Shaping Development

6.10 Cultural Heritage

Survey/Analysis:

Heritage Statement and Archaeological Survey

Situation/Summary:

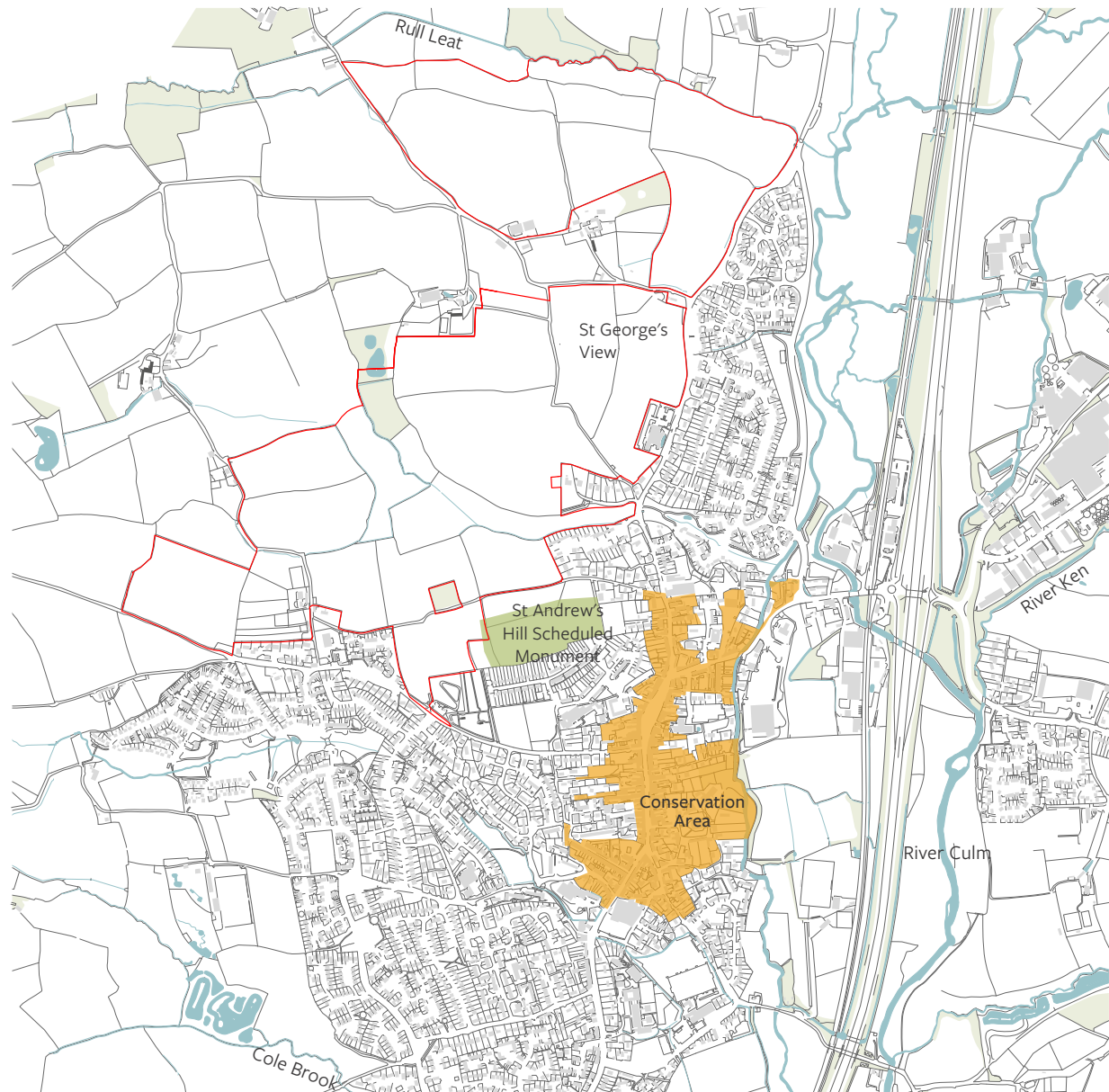
There are no designations or listed buildings within the site boundary, however, there are a number of listed buildings within close proximity to the site. The most notable of which include the Grade I listed Moorstone Barton is located to the north of the application area, and as a farmhouse does not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

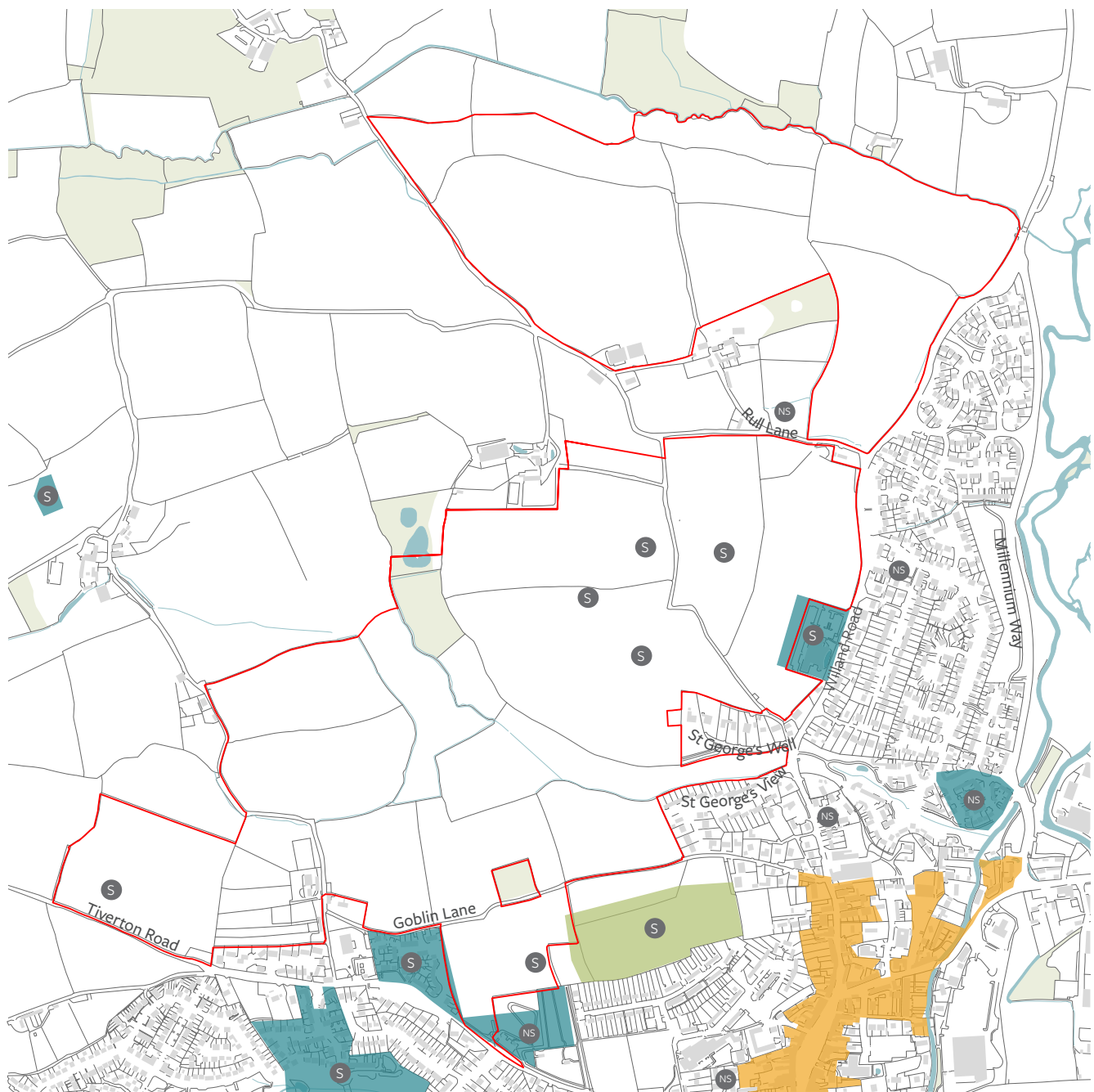
In addition, based on current evidence there are known non-designated heritage assets which are likely to be directly impacted upon by development depending on design and layout of the proposed scheme, but there is nothing identified at this level of assessment that would be considered to act as a constraint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

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

Opportunity/Constraint:

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





- Key**
- Site Allocation

 - S Sites of Significant Archaeological Finds
 - NS Sites of Non-significant Archaeological Finds

 - Site of Ancient Roman Settlement
 - Sites of Archaeological Research
 - Listed buildings
 - Conservation Area



6.0 Factors Shaping Development

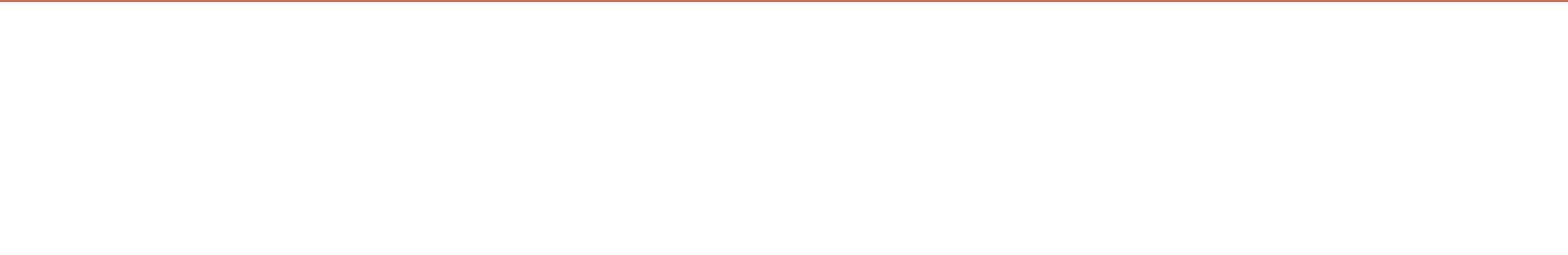
6.11 Character and Building Traditions

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



7.0 Consultation

Appendix B



Appendix B

1 North West Cullompton Masterplan
Help us shape the future of NW Cullompton

Received 1 November 2005; accepted 12 January 2006

Indirizzo: Via ...

Index Compensations: July 2000

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