

**NW CULLOMPTON URBAN EXTENSION MASTERPLAN**

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

**Reason for Report:** To consider the draft masterplan supplementary planning document for the North West Cullompton urban extension.

**RECOMMENDATION:**

- 1. That delegated authority be granted to the Head of Planning and Regeneration in consultation with the Cabinet Member for Planning and Regeneration to investigate outstanding highway matters and to refer the NW Cullompton Masterplan Supplementary Planning Document to Council for adoption.**
- 2. That delegated authority be granted to the Head of Planning and Regeneration in consultation with the Cabinet Member for Planning and Regeneration to make any minor text changes.**

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

**Financial Implications:** None.

**Legal Implications:** Consultation on the masterplan has taken place in accordance with the requirements of the Council's Statement of Community Involvement. It is proposed that it be adopted as a Supplementary Planning Document. Whilst not forming part of the Development Plan, it will be a material consideration in the determination of planning applications relating to the site.

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

**1.0 INTRODUCTION: Background to the development**

- 1.1** The Core Strategy was adopted in 2007 and sets out a growth strategy that seeks to balance social, environmental and economic objectives and concentrates development within the main settlements of Tiverton, Cullompton and to a lesser extent Crediton and Bampton. The Core Strategy sets out an overall need for 340 dwellings per year, amounting to 6,800 dwellings over the 20 year plan period up to 2026. Important to achieving the level of development (both housing and employment) identified and adopted

within the Core Strategy are two urban extensions: to Tiverton and Cullompton respectively.

- 1.2 The Allocations and Infrastructure Development Plan Document (AIDPD) was adopted in January 2010 following extensive public consultation and examination by a Planning Inspector. It allocates sites for development in order to meet the Core Strategy's growth requirements. A large proportion of this growth is to be accommodated within the urban extensions identified above. Land to the north west of Cullompton has been previously accepted as being an appropriate location to help meet the growth needs of the town within the AIDPD. The urban extension was allocated on this basis to provide housing and employment, together with infrastructure.
- 1.3 An area of 74.8 ha to the north west of Cullompton is allocated for mixed use development in the AIDPD for 1100 dwellings and 40,000 square metres of employment floorspace. A range of adopted policies within this document set out requirements for the planning of the urban extension in terms of development requirements, transport provision, environmental protection, green infrastructure, community facilities, carbon reduction and air quality, phasing and masterplanning. The latter, (policy AL/CU/7) requires that the Council carry out a major public consultation exercise into the masterplanning of the site before planning applications are made. Furthermore the masterplan is to be adopted as a Supplementary Planning Document (SPD).
- 1.4 The draft masterplan has now been through two stages of public consultation. It was considered by PPAG in July 2015 prior to the second stage consultation. The main thrust of second stage consultation responses have also reported at a subsequent meeting.

## **2.0 The role of a Masterplan**

- 2.1 A masterplan is a comprehensive plan that acts as a blueprint for the development of an area: setting out principles for the way in which it will come forward, coordinating policy and infrastructure requirements. It is usually required for larger scale developments where there are multiple landowners / developers and there is a need to ensure development takes place in a comprehensive way to deliver common infrastructure, coordinate phasing and to resolve often complex planning issues. Masterplans bridge the gap between planning policy aspiration and the implementation in order to achieve a high quality design and create a successful place. They also set out key principles that planning applications will need to have regard to in order to be considered acceptable. It is important to understand that whilst a masterplan sets out guidelines and principles for the development, it does not contain the same level of detail and supporting documentation that would be expected at a planning application stage. Additionally as masterplans often relate to large strategically important sites that are to be delivered in phases over what may be a long time period, they also need to contain flexibility in order to respond to changing circumstances.
- 2.2 The Council wishes adopt the masterplan as a Supplementary Planning Document (SPD). This is a document that sets out more a detailed framework or policies in support of those contained in the Local Plan. Whilst it does not

itself form part of the Development Plan, it is a material consideration in the determination of planning applications.

### **3.0 Masterplan public consultation**

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

3.2 A 4 week long first stage public consultation took place between 12<sup>th</sup> September and 12<sup>th</sup> October 2014 and included three public exhibitions. A total of 65 valid responses to the consultation were received.

3.3 The second stage public consultation took place between 20<sup>th</sup> August and 1<sup>st</sup> October 2015 and also included 3 public exhibitions. A total of 120 valid responses were received. A copy of the consultation summary document is attached at **Appendix 1**. The masterplan has also been updated to include a section responding to comments and issues raised as part of this consultation.

### **4.0 Key masterplanning issues identified at an early stage**

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

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

### **4.2 Developable area and quantum of development**

4.2.1 The AIDPD policies allocate 74.8 ha for mixed use development mainly comprising 1100 dwellings and 40,000 sq m employment floorspace. 28 ha are proposed for strategic green infrastructure.

4.2.2 Results from studies forming the evidence base for the site indicate that the developable area is less than initially thought at the policy adoption stage. Within the allocated area for development scheme, the promoters estimate approximately 700 houses can be accommodated. The scheme would also need to provide infrastructure by way of a road linking Tiverton Road and Willand Road, a new primary school on a 2.1 ha site, community facilities including a new community building and public open space. Concern emerged over the ability of this number of houses to provide the required level of infrastructure.

4.2.3 The masterplan provides GI slightly in excess of the amount set out in the policy, but with a different distribution that concentrates it particularly in the

vicinity of Rull Hill. The boundaries between GI and areas for housing / employment have been redrawn in order to reflect site constraints such as topography and ecological interest. 1120 houses are proposed (in addition to the 49 provided on the Olympian Way part of the site), together with 10,000 sq m employment floorspace.

### 4.3 Access options

4.3.1 The site is required to provide a distributor type road through the site suitable for buses linking Tiverton Road to Willand Road. This is intended to serve the development with minimal adverse impact upon the town centre highway network, including the sensitive junction of Tiverton Road and Fore Street.

4.3.2 Options were presented at any early masterplanning stage of where the proposed through route links with Tiverton Road and Willand Road. In respect of Willand Road, whether the new road will link into the roundabout at the end of Millennium Way or join Willand Road further south.

4.3.3 The masterplan shows the required road linking Tiverton Road (new junction near the cemetery) and Willand Road. The end of the new road on Willand Road is located south of the roundabout with Millennium Way. Off-site traffic calming and enhancements between the new junction on Willand Road and the junction with Station Road are proposed and will be detailed at application stage. Transport information has recently been submitted to support the location of the junction of the new road with Willand Road in a position on the southern side of Rull Lane, rather than further north connecting into the roundabout with Millennium Way. This information has been analysed by the Highway Authority, who have requested further modelling information in relation to the Station Road / Willand Road junction in the town centre and whether it would result in drivers cutting through existing residential streets to get to Millennium Way. An update will be provided at the meeting. At present the recommendation within this report seeks to give delegated authority to the Head of Planning and Regeneration in consultation with the Cabinet Member for Planning and Regeneration to investigate outstanding highway matters and to refer the NW Cullompton Masterplan Supplementary Planning Document to Council for adoption. If this issue is resolved in time for the meeting it is intended that the recommendation be updated to request that the NW Cullompton Masterplan Supplementary Planning Document be referred to Council for adoption.

4.3.4 The new road is proposed to be constructed simultaneously from the two ends in order to achieve completion within 2-3 years. This is quicker than would be the case if it were to be constructed from the north to the south only. The money to construct the road will come from land sales and will also require a temporary vehicular access from St George's View. This would be closed to vehicular traffic once the new road is completed and open for use.

### 4.4 Location and amount of employment land

4.4.1 The Allocations and Infrastructure DPD allocates the site for 40,000sq m (approx. 11.4ha) of B1 (light industrial) or other suitable employment floorspace. The Council's Employment Land Review 2013 recommended that

the employment provision within the urban extension be revised to 10,000 sq m (approx. 2 ha). This was on the basis of the market being unlikely to be able to support all the proposed employment floorspace proposed within the Cullompton area and a rebalancing of allocations to increase the number of smaller sites that are not dependent upon significant additional infrastructure and more likely to be delivered in the short-to-medium term.

4.4.2 The location of employment land was considered early in the masterplanning of the site. Options related to land within the northern part of the allocation and / or land towards the south eastern part of the allocation. The masterplan now shows this to be located towards the NE of the site and in the local centre.

#### **4.5 Location of sports pitches**

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

4.5.2 The masterplan proposes the main area of GI together with sports pitch provision in a concentrated area at the top of Rull Hill. A second pitch is proposed in connection with the new primary school, also to be located at the top of Rull Hill in order to take advantage of the broadly level area and to allow a concentration of school, open space and community facilities in this area. The masterplan also suggests that there is potential for the required 3<sup>rd</sup> sports pitch to be provided off site to supplement an existing sports provider in the town. This will be secured at planning application stage. It is likely that this would provide an additional pitch for the rugby club.

4.5.3 Comments on sports and recreation provision were received from Sport England. Active design principles have been incorporated into the approach to masterplanning: 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. The masterplan recognises the importance of the design of the built environment towards healthy, active lifestyles. Sport England request a comprehensive approach to sport and recreation provision on the site with sufficient pitch provision. Concern is raised over the detail of pitch provision arrangements although the opportunity for shared pitch use with the primary school is recognised. However this would need to be secured by legal agreement. Sport England is broadly supportive of supplementing pitch provision at an existing sports provider in the town.

#### **4.6 Location of the primary school**

4.6.1 Policy AL/CU/4 requires the provision of a site 2.1ha in size for a new primary school and that the development fund a 210 place primary school within it.

Due to pre-existing demand for primary spaces within Cullompton the school is to provide a total of 275 places. The school site is also to accommodate an additional 52 places for early years education. Options for the location of the primary school formed an issue for consultation at stage 1 and included land within the southern area of the site, adjacent to the health centre on Willand Road, on the top of Rull Hill and within the north eastern part of the site. Space for outdoor play provision in conjunction with the school also needs to be considered.

- 4.6.2 The masterplan shows the primary school site at the top of Rull Hill in a position supported by the Town Council and County Council subject to early delivery. The masterplan includes a requirements that the school site together with a legal right of access is transferred (to the County Council) prior to the start of the development. Other triggers seek to control the timing of access to the school site and school construction.

#### 4.7 Location of gypsy and traveller pitches

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

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

#### 5.0 The Masterplan

- 5.1 A draft masterplan was produced following consideration of stage 1 consultation representations and consulted upon in August / September 2015. It has subsequently undergone a second stage of consultation, after which further changes have been incorporated. The masterplan SPD is attached at **Appendix 2**.

- 5.2 The masterplan sets out the following:

- The role and purpose of the document
- The planning policy context
- Consultation responses and how the masterplan addresses them.
- The design process for the development of the site
- Information about the site: location, constraints and opportunities, land control
- The development vision and concept
- Guiding principles
- A framework plan for the development
- Amount of development and land use
- Densities, movement, landscaping and open space, drainage
- Character assessment

- Infrastructure requirements, delivery and triggers
- Development phasing
- Monitoring and review
- Requirements of future applications
- Appendix A: Factors shaping the development

Of particular importance in the delivery of development on the site are expectations around infrastructure provision and development phasing.

### 5.3 Infrastructure triggers

5.3.1 The masterplan seeks to set out expectations for both development phasing and the delivery of infrastructure in order to deliver a coordinated and coherent approach between landowners and parcels of land with infrastructure in place so soon as possible whilst also retaining the ability of the development financially to provide it. It prioritises 2 areas of infrastructure: the primary school due to existing demand and the new road between Tiverton Road and Willand Road. The early provision of highway infrastructure is a key requirement in order to reduce the impact of the development upon the highway network and existing local residents in the wider town.

5.3.2 The prioritisation of the delivery of the link road and the school has implications for the ability of the scheme to also deliver other infrastructure at an early stage. Triggers for the delivery of identified infrastructure are divided into types: access and transport; education and community building; employment and local centre, green infrastructure and gypsy and traveller site. These details are in section 5.5 of the masterplan. A comparison between policy infrastructure requirements and those contained within the masterplan including respective triggers is at **Appendix 3**. With the prioritisation of the link road and primary school site, other infrastructure is principally now proposed in the second phase (after 500 houses) or phased with the development. The development must remain viable and hence start to generate value in order to deliver the necessary infrastructure. This requires some difficult decisions over the timing of some areas of infrastructure.

5.3.3 Whilst the trigger for the delivery of the link road is expressed as prior to the occupation of 500 houses (est 5-6 years from the start of the development), the masterplan sets out a mechanism to deliver the road within 2-3 years from development start through funding secured from the sale of early land parcels. This is expected to deliver the whole road at a time equating to the build out of up to approximately 160 dwellings. Concern over highway impact was one of the main themes of representations received from the first stage public consultation. The trigger is expressed as 500 dwelling in order to secure the sale of the land parcels and hence the road funding. Including a lower limit for the trigger would inhibit the sale and not deliver the money to allow the delivery of the road within 2-3 years. Upon sale of land, the money to fund the road will be placed within an account and the road commissioned. The Council will have step in rights to access funds in this account in the event that road delivery stalls. This would allow the Council to commission the road if required.

- 5.3.4 The northern section of the new road lies within a land parcel that is controlled by a national housebuilder under an option agreement. This section of road would be constructed either as part of the overall road commission or delivered by the housebuilder. The masterplan now includes triggers to ensure timely delivery of the part of the road within this land parcel in order to ensure that neither access to the school site or delivery of the full length of the new road are held up by the rate of house built out on this part of the site. Once the road is constructed to a suitable standard for use by the public up to the boundary with the adjacent land control parcel, the remainder of houses on this part of the site may be built out.
- 5.3.5 The delivery of the primary school site has also been accelerated. The adopted policy requires land for it to be transferred (to the County Council) before the occupation of 400 houses. Due to the level of pre-existing primary school need within Cullompton, Devon County Council has requested delivery of the school land earlier. Triggers on this have been revised to secure the land with legal right of access prior to the commencement of the development and also to secure the timing of a construction access and services to it.
- 5.3.6 Cullompton Town Council has confirmed that it supports the accelerated delivery of the new road and the sale of land for 500 houses before its completion, but wishes the trigger to state that only 300 dwellings be allowed to be occupied before then. This will not allow the sale of the land parcels required to fund the road and will therefore not deliver it within 2-3 years. A copy of the Town Council views is attached at **Appendix 4**.
- 5.3.7 The road is proposed to be built out from both ends at the same time in order to reduce construction time. Delivering the road in this way will need the opening up of a temporary vehicular access to serve southern housing parcels from St George's view. This is to reduce the extent of additional traffic on Tiverton Road and its junction in the town centre until the new road is open. At that point (within 2-3 years), the temporary access through St George's View would be closed to vehicles. Based on expected timescales, the extent of construction traffic and that from residents of new housing using this temporary access is expected to be from approximately 40 dwellings. No limitation to 40 dwellings (as requested by the Town Council) can be required as this too would prevent the sale of the land parcels and inhibit road funding and delivery. The temporary access will require the felling of an oak tree with a tree preservation order. However in planning terms the need to deliver the road earlier is considered to outweigh the loss of the tree in this instance. Replacement planting will be secured at the planning application stage.
- 5.3.8 Significant objection to the temporary access has been received from St George's View residents. At the planning application stage, traffic management measures are to be secured by condition in order to reduce the impact upon residents. The Town Council supports this temporary access as a means of achieving earlier delivery of the through road subject to conditions relating to traffic management and limiting the dwellings that can be served off it.

5.3.9 Cullompton Town Council has confirmed support for the phasing proposals and infrastructure triggers as set out in the consultation draft masterplan. Whilst some amendments have since been made to some of these triggers, they secure greater clarity on the delivery of the road and school site. The exception to the Town Council's support is the provision of the gypsy and traveller pitches, for which deletion is requested. This request has not been met as these pitches are required by policy to meet a planning need and form part of the affordable housing provision on the site.

## 6.0 Amendments made post second stage consultation

6.1 Several changes have been made to the masterplan as a result of consultation responses and further evolution of proposals. These are summarised as follows:

- i) Addition of a community health garden adjacent to the medical centre on Willand Road.
- ii) Number of dwellings within the NW Cullompton area raised by 20 to 1120 (excludes those already constructed at Olympian Way).
- iii) Policy references updated at DCC request to include Devon Waste Plan and waste audits.
- iv) Heritage text within constraints and opportunities section updated to strengthen references to archaeological investigation, heritage assets and their setting.
- v) Text updated to be clearer that existing public rights of way should be improved to aid accessibility and that GI and open spaces should include information on the history of the area.
- vi) Text updated as DCC no longer require a dedicated youth support satellite unit, but such services could be run from the community centre.
- vii) Text update that there is opportunity for an extra care housing scheme close to the local centre to meet the housing needs of the elderly.
- viii) Diagrams updated to clarify new links to Rull Lane are pedestrian and cycle rather than vehicular.
- ix) Multi-use games area added to diagrams and text as potentially being provided on associated with play space in the GI (TCC request).
- x) Text updated to refer to opportunities for community recycling, composting and food production together with opportunity for vehicular access through to the existing allotments to aid accessibility and community use (TCC request).
- xi) Additional text in relation to the St George's View temporary access to refer to traffic management measures being conditioned at planning application stage to reduce the impact upon existing residents.
- xii) Diagram amended to remove new highway junction to Willand Road adjacent to the medical centre car park – no new access is proposed here.
- xiii) Summary of the second stage consultation responses added together with the response of MDDC to the issues it raised.
- xiv) Phase 1 text amended

1. To confirm Persimmon land parcel able to build out the remainder of housing on this parcel (200 houses in total) once the link road

- has been delivered from Willand Road to the boundary with the adjacent land ownership parcel to the SW.
2. Traffic management measures on Willand Road.
  3. Transfer of primary school land prior to commencement of the development. Construction access and services phased. Start of construction.
- xv) Phase 2 text amended:
1. 620 houses.
  2. Provide remainder of sports provision (where on site).
- xvi) Reference added within masterplan section to active design principles of 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.
- xvii) Added text within housing delivery section referring to the Government's intention to bring in requirements for self-build and starter homes.
- xviii) Text changes to provide more clarity that 3 sports pitches are proposed in total and that the infrastructure triggers relating to the provision of the through route from Tiverton Road to Willand Road relate to the provision of the new distributor type road.
- xix) Additional text in relation to the design of the distributor type road:  
 'The new road is proposed to act as a distributor type road and will be a minimum of 6.5m wide in order to fulfil this purpose and accommodate large vehicles including buses and agricultural vehicles which are anticipated. In addition to its distributor function, the road will also need to be designed to accommodate an attractive residential environment, walking and cycle movements and control speed, especially in the vicinity of the proposed primary school.'
- xx) Infrastructure triggers table updated:

## 6.2 Access and transport

<p>NEW In respect of the land control parcel identified as Persimmon in the plan on page 25:</p> <p>Provision of the section of through route from Willand Road to the primary school site</p> <p>Provision of the section of through route from the primary school site to the boundary with the adjacent land control parcel to the south west</p> <p>Note:</p> <ol style="list-style-type: none"> <li>1. Road sections as identified above to be provided to a standard suitable for use by the public.</li> <li>2. Following the provision of the through road to the boundary with</li> </ol>	<p><i>Prior to the occupation of no more than 50 dwellings on this land control parcel or within 18 months of the commencement of development on this land control parcel, whichever is the sooner.</i></p> <p><i>Prior to the occupation of no more than 100 dwellings on this land parcel or within 30 months of the commencement of development on this land control parcel, whichever is the sooner.</i></p>	<p>Developer</p> <p>Developer</p>
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the adjacent land control parcel to the south west, the limit on the total number of dwellings delivered within phase 1 be lifted in respect of this land control parcel.		
AMENDED Traffic <b>management</b> measures on Willand Road		
REMAINDER OF TRIGGERS UNCHANGED		

### 6.3 Education facilities and community building

<del>Transfer of serviced and accessible land for a primary school (2.1 hectares)</del>	<del>Phase 1 – prior to the first occupation of the first home on the development</del>	<del>Developer</del>
NEW Transfer of land for primary school (2.1 ha) with legal right of access.	Phase 1 – Prior to the commencement of development.	Developer
NEW Provision of construction access to the primary school site.	Phase 1- Within 6 months of commencement of the development.	Developer
NEW Provision of services to the primary school site.	Phase 1 – Prior to the occupation of no more than 50 dwellings on the Persimmon land control parcel or within 18 months of the commencement of the development whichever is sooner.	Developer
Primary school building, playing pitch and early years facilities	Construction to commence prior to final occupation in phase 1.	Developer / DCC / Other

### 7.0 Cullompton Town Council views

7.1 The Town Council supports the provision of traffic calming on Willand Road and reference to this being included within the masterplan. The Town Council has requested that the new road linking Tiverton road and Willand Road is 7 - 8m wide in order to accommodate all modes of transport and for HGVs and agricultural vehicles to be able to pass parked cars without blocking the road. In addition pavement design to meet RNIB guidance is requested. The Highway Authority will require national design standards to be met. Requirements in excess of these cannot be justified. Comments of the Town Council also refer to other aspects of more detailed highway and housing design, which will be considered at the application stage, rather than during masterplanning. However expectations over a mix of dwelling types and sizes are referred to within the document. The provision of facilities such as high speed broadband will be delivered through the market, not via the planning process.

7.2 The Town Council supports the provision of the primary school and the delivery of the site at the beginning of development to reduce pressure on existing primary schools as soon as possible. The masterplan proposes to transfer the school site prior to the commencement of the development and

other triggers secure the provision of a construction access, services and public road to it.

- 7.3 The Town Council has requested a range of facilities including a multiuse games area MUGA as part of community sports facilities adjacent to the primary school. Reference to a MUGA has been introduced to the masterplan. Other requests in terms of tennis courts, a swimming pool site and a sports field for St Andrews School as part of the development have not been able to be accommodated at this time due to lack of suitable flat site in addition to other recreation facilities or not being a policy requirement. As well as on site provision, reference is included within the masterplan to providing additional sports facilities off site to supplement an existing sports provider within the town. It is likely that this would take the form of an additional rugby pitch, but would be secured at application stage. On site, the top of Rull Hill is intended to act as a community hub for sport and leisure as the location of the main area of green infrastructure. This is supported by the Town Council.
- 7.4 Land for a community health garden adjacent to the centre for integrated health in Willand Road is supported by the Town Council and many consultation respondents and is now included in the masterplan. Reference is also made within the masterplan for opportunities to provide facilities such as community composting and vehicular access to the existing allotments. Play facilities are proposed to be concentrated rather than scattered across a series of smaller areas. The two community hub areas within the masterplan of primary school / community centre and local centre are supported by the Town Council with potential uses for these areas identified.
- 7.5 Masterplan text has been updated to make clearer expectations around the upgrading of footpaths and pedestrian and cycle routes within and around the urban extension site.
- 7.6 Overall the Town Council has confirmed its support of the development provided that it delivers appropriate infrastructure in a timely manner. A copy of the Town Council's comments is attached at **Appendix 4**.

## 8.0 **Local Plan review**

- 8.1 The proposed submission Local Plan Review 2013 – 2033 which was consulted upon in 2015 retains this development allocation, although increasing the development area to provide 1200 houses. Post consultation assessment of its policies and proposals is not yet complete. The masterplan recognises the potential to enlarge the allocation, demonstrates that it would work within a larger development area but does not predetermine the outcome of consideration of the extent and location of additional land or the outcome of the forthcoming examination in public of the emerging plan.

## 9.0 **Conclusions**

- 9.1 The draft masterplan seeks to deliver the established policy aspirations for the site and in many respects does so, setting out expectations for the delivery of the development together with associated infrastructure in a coordinated and comprehensive way. However it varies from the adopted allocation in two

main areas: in the locational distribution of development areas and green infrastructure and in the timing of the delivery of certain infrastructure. The delivery of the linking road and site for the primary school have been prioritised, necessitating the opening of a temporary vehicular access from St George's View and the setting back of delivery of other infrastructure and facilities whilst retaining development viability.

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**Circulation of the Report:** Members of Cabinet

**List of Background Papers:**

The adopted policies relating to the NW Cullompton Urban Extension may be viewed in the AIDPD at

[https://new.middevon.gov.uk/media/103618/final\\_version\\_of\\_the\\_aidpd\\_january\\_2011.pdf](https://new.middevon.gov.uk/media/103618/final_version_of_the_aidpd_january_2011.pdf)

The representations submitted during the two stages of masterplanning consultation together with a summary of responses are available at

<https://new.middevon.gov.uk/planning-policy/masterplanning/northwest-cullompton/>

Cabinet papers 4<sup>th</sup> September 2014

Cabinet papers 7<sup>th</sup> August 2015