



# East Cullompton Masterplan

Supplementary Planning Document

January 2023



This Supplementary Planning Document has been prepared by LDA Design on behalf of Mid Devon District Council with contributions from:

Vectos: Transport  
City Science: Carbon Reduction Strategy  
BSG Ecology: Ecology  
Environment Systems: Ecosystem Services  
WSP: Flooding and Drainage  
BE Group: Employment and Skills

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This document has been prepared and checked in accordance with ISO 9001:2015



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# SECTION ONE

# INTRODUCTION

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**Background**

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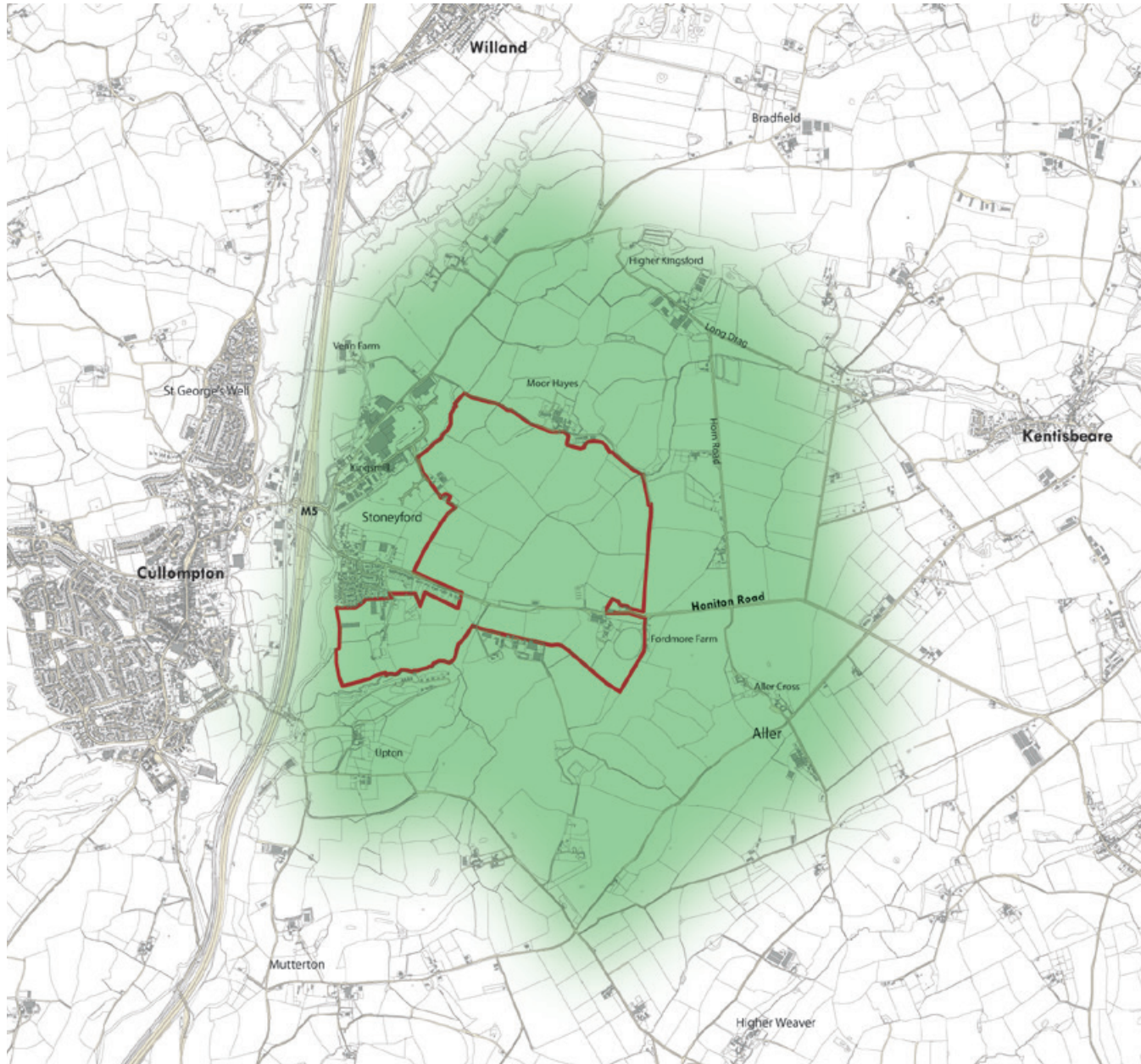
**Location**

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**Scope and Purpose of the SPD**

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 East Cullompton Allocation Area

 Potential area of consideration for wider Garden Village and Country Park



East Cullompton allocation area and potential area of consideration for wider Garden Village and Country Park



## 1.1 Background

This Supplementary Planning Document (SPD) has been prepared to support the development of the allocated land east of Cullompton and the M5 (East Cullompton) to provide around 1750 homes plus at least another 850 post 2033, community and commercial facilities, public open space and general landscape and biodiversity enhancements. This SPD has been prepared on behalf of Mid Devon District Council.

This document provides guidance about how East Cullompton should be designed, developed and delivered in accordance with the sites allocated under Policy CU7 and in accordance with other relevant policies of the Mid Devon Local Plan.

Whilst this document must work within the scope of the existing allocation and build upon the relevant East Cullompton policies within the Mid Devon Local Plan and Stage 1 SPD, it is clear that this document is also prepared during a period of profound change and evolving policy and guidance, namely:

- The urgent need to respond to the climate emergency and Mid Devon District Council's aspiration to become carbon neutral by 2030;
- The changes to the way we live and work as a result of the global pandemic;

- UK Government's future plans for the delivery of Culm Garden Village, one of 14 areas awarded Garden Village status in 2017 with the potential to deliver up to 5,000 new homes through the expansion and growth of East Cullompton;
- The introduction of the Environment Bill 2021 which supports nature recovery and biodiversity net gain;
- To embed principles for designing the built environment to improve health and wellbeing, having regard to best practice guidance such as Building for a Healthy Life.

This SPD will set design and delivery requirements for all future planning applications in East Cullompton to ensure that:

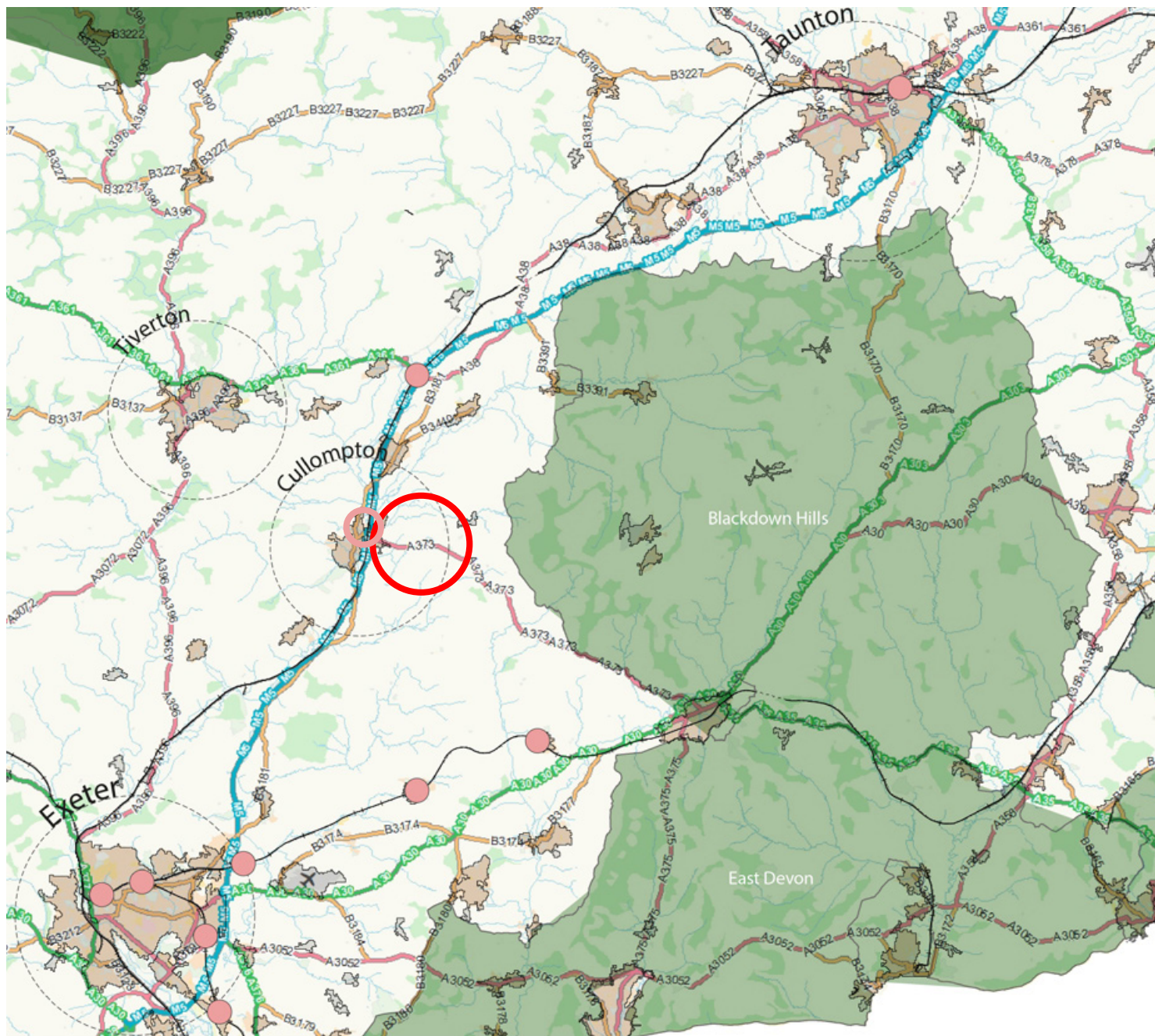
- Development aligns with requirements in Policy CU11 to minimise the carbon footprint of the development and meet Mid Devon District Council's aspirations to deliver Net Zero by 2030;
- It will follow the Garden Community Principles set out by the Town and Country Planning Association;
- It will follow the guidance set out in the National Model Design Code;
- It follows the principle that the future growth of Cullompton is about the creation of one place, where East Cullompton and a future

Garden Village will form integral parts of a more self-supporting and self-reliant Cullompton in the future;

- It will be fully capable of growing and expanding into and forming part of a future Culm Garden Village;
- Phasing and delivery will be designed from the outset and at every subsequent stage in its development, to create place and support and encourage new ways of living and working;
- Transport, energy or other Infrastructure is designed to serve East Cullompton but also forms part of a bigger connected network to allow for integration and connection with a future Garden Village and the wider town;
- At every stage in its development, the existing and the newly created landscapes into which East Cullompton is embedded will deliver a wide range of benefits from biodiversity net gain to high quality greenspaces to successful water management and flood attenuation.

This document is informed by extensive contextual analysis, technical survey work and local consultation that has been undertaken by the Council and its partners in relation to the East Cullompton allocation.





- Approximate site location
- Proposed Railway Station

Strategic Location of East Cullompton

## 1.2 Location and overview of the opportunity

Located in the Culm Valley of Mid Devon, Cullompton is centred on level ground on the western valley side of the River Culm. The Town has grown from this centre but is largely still contained within the valley sides. The name Cullompton is likely to be derived from the Celtic river name cwlwn ('looped' or 'winding' river) and -ton, suggesting an important early estate centre. The town has a varied character reflecting almost 2000 years of historical development. Cullompton will continue to develop as a fast growing market town and will be the principal focus of development for the district in the medium to long term in accordance with the development strategy set out in the Local Plan.

Cullompton is well located strategically within the south west. It is situated 11 miles north of Exeter and about 20 miles south west of Taunton. The M5 motorway runs close to the east side of the Town Centre. The B3181 runs through the centre of the town and links Exeter and Willand. The mainline railway runs alongside the motorway to the east. There is an existing station at Tiverton Parkway and there is a commitment from the Council in the Mid Devon Local Plan to re-open the train station at Cullompton. Highways improvements including Town Centre relief road and junction improvements are also planned in

addition to the reopening of the railway station to improve the area's accessibility credentials. With work still underway on the preferred solution to address capacity issues at Junction 28 of the M5, this SPD has been designed to work with a number of solutions currently being considered.

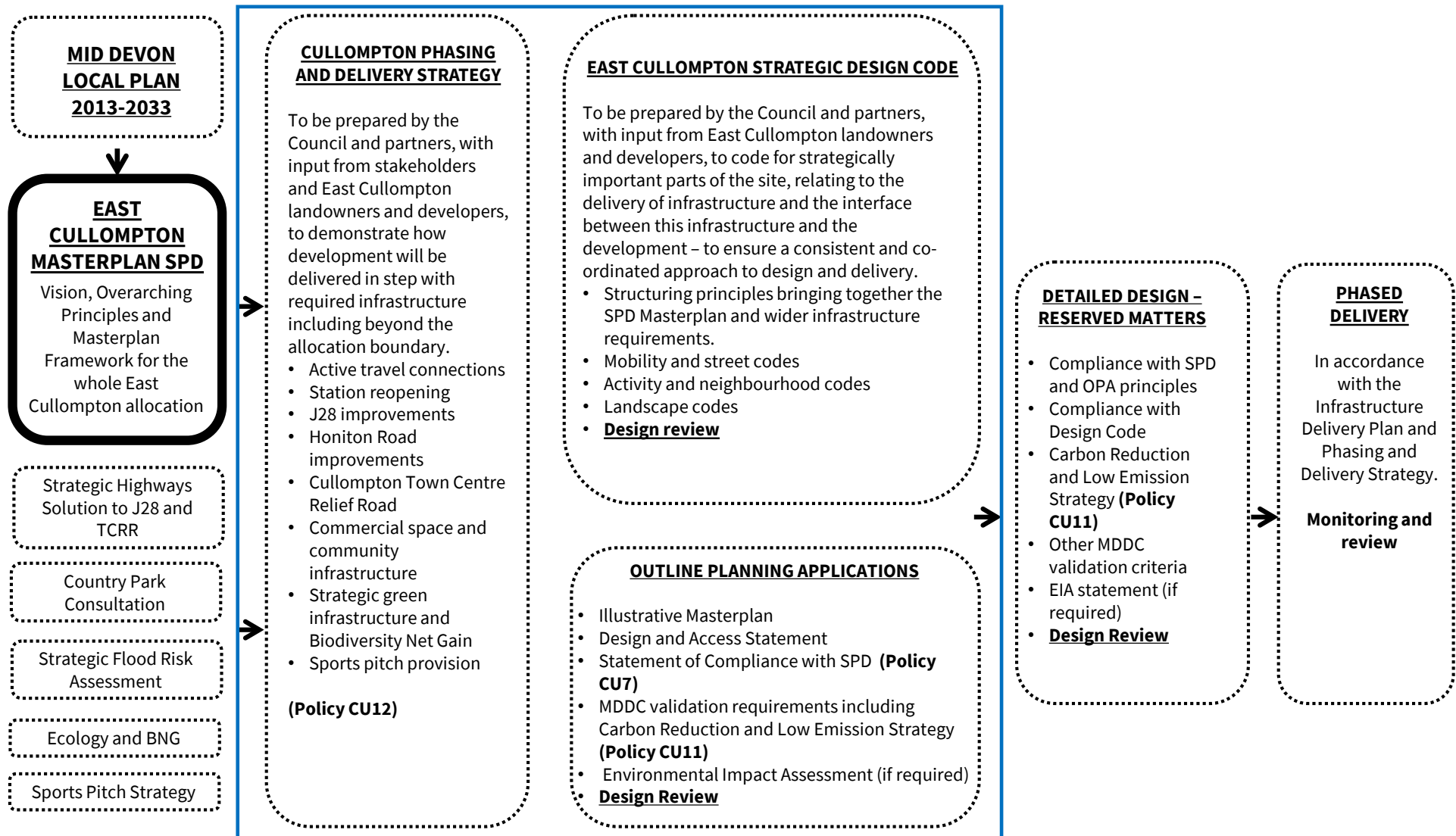
New and existing residents will be in close proximity to job opportunities within Cullompton and also at Willand, Tiverton and Exeter. Future employment provision is expected to be centred around the Kingsmill industrial estate and within East Cullompton. The combination of highways improvements and a new railway station and the strategic growth of the town provides an opportunity to significantly raise the profile of Cullompton within the wider area. The major growth of the town will provide the opportunity to revitalise the town centre through additional investment, traffic and transport improvements. The growth of the town and proposed improvements will provide a significant boost to its vitality and viability, providing a more attractive environment.

### The Wider Culm Garden Village Opportunity

This document provides comprehensive guidance in relation to the East Cullompton site allocation, as defined in the adopted Mid Devon Local Plan. However, reference is made to the wider Culm Garden Village opportunity. Culm Garden Village is one of only 14 areas initially awarded Garden Village Status by the Government in January 2017, with the potential to deliver up to 5,000 sustainable new homes in a country park landscape, with jobs, community facilities and transport, all integrated as part of the growth of Cullompton.

This SPD for the East Cullompton Allocation has been developed alongside the preparation of a Masterplan Framework which considers the wider Culm Garden Village opportunity. This has been done to ensure plans for East Cullompton could be successfully expanded into the wider Garden Village should that project come forward. The opportunities set out for the wider Garden Village are intended to provide a commentary only, further work will be required to define any proposals definitively and will be explored through the new Local Plan for Mid Devon 2023-2043 including opportunity for further community engagement.





NB: Work within the blue box can be progressed in parallel but the Phasing and Delivery Strategy and Strategic Design Code are to be complete before determination of planning applications.

Planning and Design Process Flow Diagram: The role of the SPD in relation to the Local Plan and the planning application process

### 1.3 Scope and purpose of the SPD

The Mid Devon District Council Local Plan allocates land to east of Cullompton and the M5 for the development of 2,600 new homes (1750 plus at least another 850 post 2033) alongside other commercial and community uses over the period to 2033 and beyond. The East Cullompton SPD supplements the adopted Local Plan policy for the area and has also been prepared in accordance with national planning policies and following a statutory consultation process. The SPD will form an important material consideration in the determination of subsequent planning applications for development of the site.

A Framework Masterplan for the wider Culm Garden Village opportunity has also been prepared and enclosed with this SPD. The East Cullompton Masterplan SPD reflects the principles and concepts of the wider Garden Village opportunity to ensure that East Cullompton could grow successfully and holistically in the future should the Garden Village project progress.

However the East Cullompton Masterplan has been planned as a cohesive place in its own right within the emerging allocation area and statutory policy context. The SPD sets the requirements for the East Cullompton Allocation only. Any proposals for the wider Garden Village will be subject to separate Local Plan and planning application processes and have been included in this SPD as indicative context for future growth only.

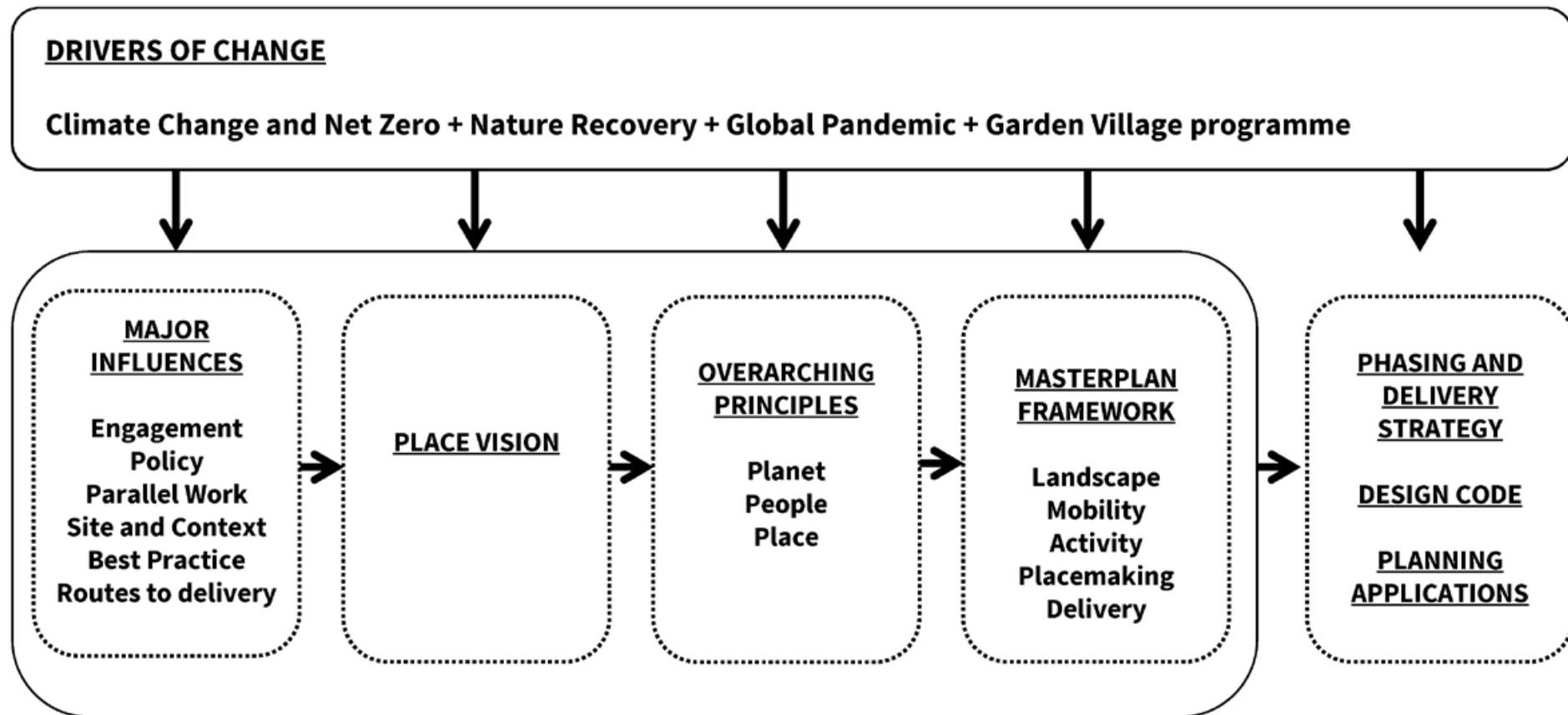
The Masterplan SPD sets a vision and overarching principles for the new development of East Cullompton. It also provides detail to supplement the strategic development plan policies for the site by setting specific design requirements. The Masterplan Framework identifies the major land uses and infrastructure to be accommodated and broad principles relating to phasing and delivery to ensure a comprehensive approach.

The masterplan SPD is strategic in nature and does not intend to define the precise location and extent of elements of the plan, this will be defined through planning applications and work to agree the detailed phasing and delivery strategy. The requirements set by the SPD for East Cullompton are highlighted in a green text box. Developers are expected to demonstrate in future applications through a Statement of Compliance how these requirements have been met as well as how plans will support the Vision and Overarching Principles in Section 2.

More detailed work will need to be undertaken following the SPD. The Planning and Design Process Flow Diagram illustrates where the SPD sits in the planning process and the further phases of work that will be required for the design and delivery of comprehensive development. These include a more detailed Phasing and Delivery Strategy and a Strategic Design Code. Section 5 of the SPD sets these processes out further.



# Planning for the outcomes we need



SPD PROCESS

Flow diagram illustrating the design process taken to the preparation of the SPD where major drivers of change such as climate change and nature recovery are seen as cross cutting themes which must guide every stage of the process. The SPD stages shown on the left indicate how the Masterplan Framework has been driven by a clear Place Vision and Overarching Principles which have in turn been defined by an appreciation of the major influences such as policy context, local engagement, routes to delivery and site characteristics.

# SECTION TWO

# VISION

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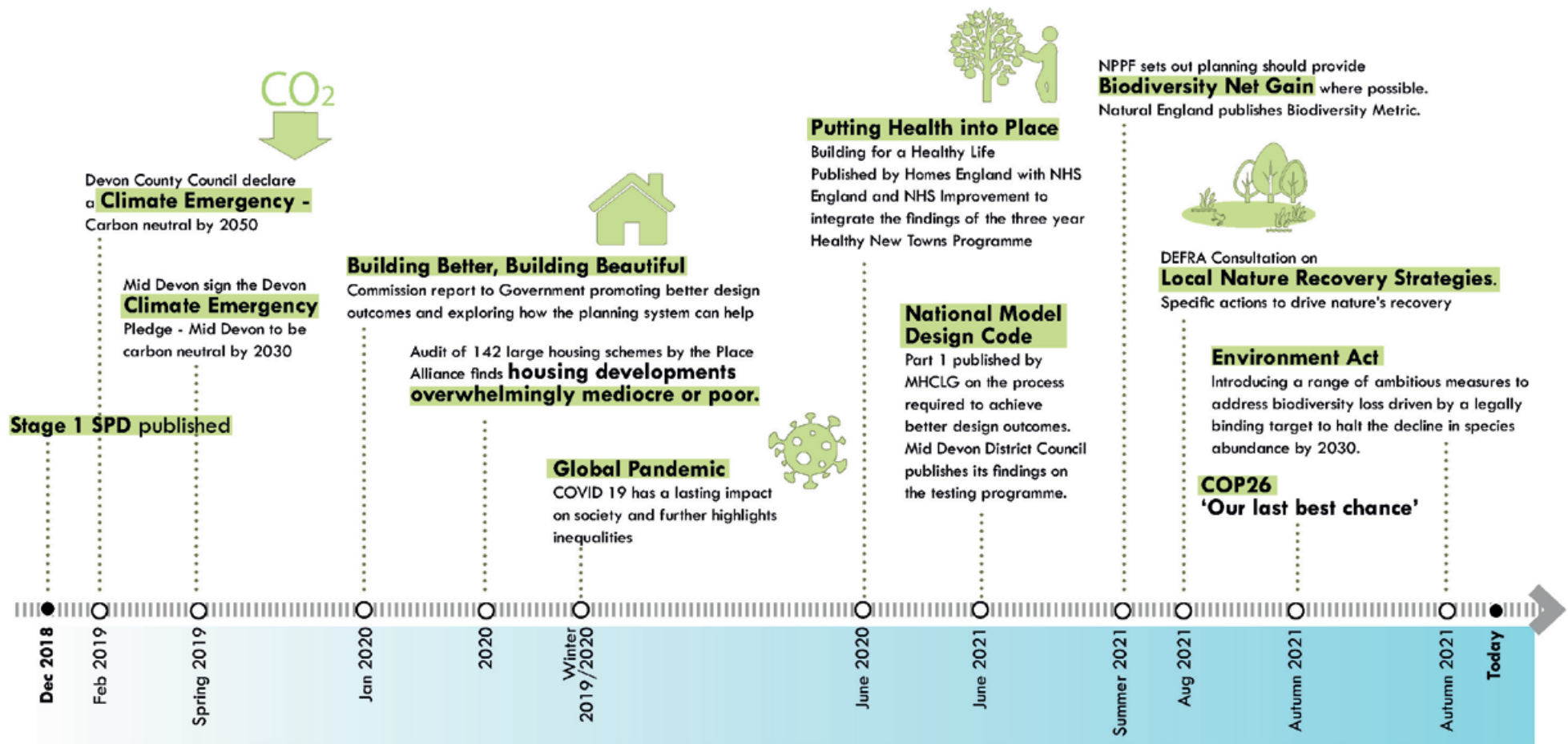
**Planet People and Place – A vision for East Cullompton, a future Garden Village and the whole town**

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**Overarching Principles**

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Timeline of major influences that have emerged since the consultation on the Stage 1 SPD.

## 2.1 Planet People and Place – A vision for East Cullompton, a future Garden Village and the whole town

Much has changed since 2018 and the subsequent work undertaken on Stage 1 of the East Cullompton SPD. The pandemic in 2020 changed the way we live and work and in this period, Mid Devon District Council has declared a climate emergency, setting out the aspiration to become Carbon Neutral by 2030. In November 2021 at COP26 151 countries submitted new climate plans to limit global temperature rise to 1.5 degrees C and to cut global emissions in half by the end of this decade.

If we are to meet these targets then we need to make radical changes to the way we plan for development and growth. This SPD for East Cullompton and the wider Culm Garden Village masterplan framework that accompanies it marks the beginning of a new era. The typical patterns of development and “business as usual” solutions that we have all become accustomed to will fail to cut carbon and prevent us from adapting to new ways of living and working. From now on, we have to plan differently for a Net Zero future with

the right balance of prescription and flexibility, with the express aim of delivering a Net Zero outcome, while creating a great place to live and work, all set within a healthy and bountiful Devon landscape and place that belongs to Cullompton.

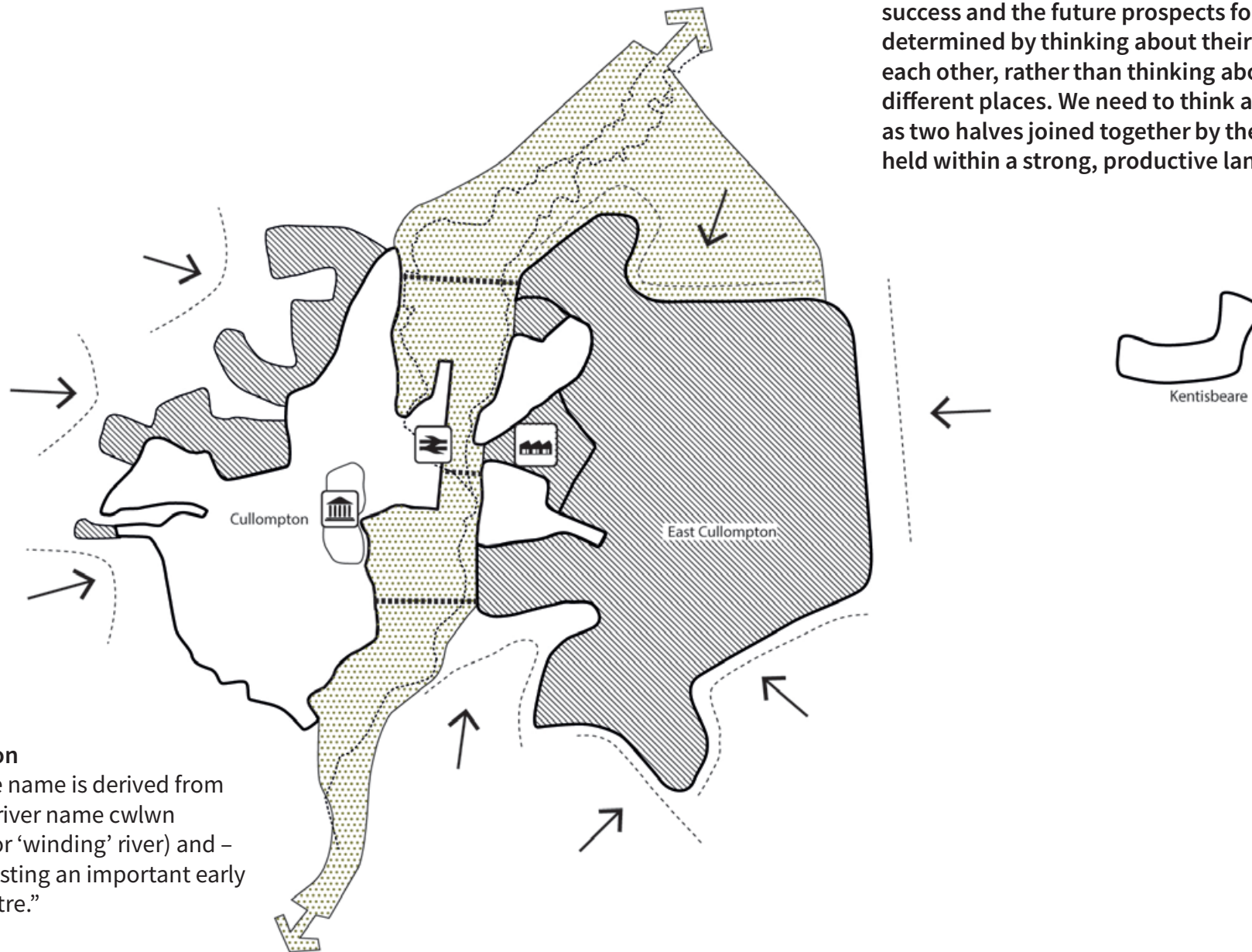
This SPD is specifically about East Cullompton but the wider message is about the growth and development of Cullompton itself. The town has over 2000 years of history and its cycles of success and decline, growth and retreat, have reflected the massive shifts in social and economic change whether that was the wool trade or the arrival of the railway. In the first part of the 21st century growth on the scale envisaged here has been driven by the success of the Exeter City Region and although this is still largely the case, we need to shift our focus away from growth that perpetuates behaviours like out-commuting by private car or the continued physical separation of the home from the workplace or place of study and plan for a more circular economy. The growth of Cullompton to the east must be more

resilient into the future, more self-supporting and interdependent with existing parts of the town.

The world is changing fast. East Cullompton can play a huge part in helping Cullompton become more self-supporting and resilient in the face of the climate emergency by offering greater choice and opportunity for its future residents in terms of how and where they work, choice of homes, place to learn and train, healthy living, greater access to the rich Devon landscape surrounding Cullompton and supporting nature recovery. It can look to address some of the bigger challenges we face too like energy self-sufficiency, providing opportunities for local food growing and supply and harnessing the waters of the Culm and its tributaries for the benefit of nature and flood management.

East Cullompton is at the centre of what could become, in time, Culm Garden Village and must embrace Garden Village principles, including new approaches to how places like this are managed





East Cullompton can embrace Garden Village principles to feel different from Cullompton, but its success and the future prospects for the town will be determined by thinking about their dependence on each other, rather than thinking about them as two different places. We need to think about Cullompton as two halves joined together by the River Culm and held within a strong, productive landscape.

**Cullompton**

“The place name is derived from the Celtic river name cwlnn (‘looped’ or ‘winding’ river) and -ton, suggesting an important early estate centre.”

Conceptual plan or ‘mental map’ of Cullompton in the future

and governed over time. East Cullompton will feel quite different from Cullompton but its success and the future prospects for the whole town including a future Garden Village will be determined by their interdependence on each other. We must think of them as one place rather than two different places.

The river, the railway and motorway might be regarded barriers for now, either real or perceived, but that must change over time and the development to the east must not only be seen as supporting the town centre and the existing communities and neighbourhoods in Cullompton but that it must also offer new facilities, new choices and new experiences to the east of the town, for the benefit of the whole town.

The mental map of a future Cullompton will change with expansion to the east, forming the shape of a butterfly with the historic form of the town and the River Culm at its centre. The analogy of the chrysalis gradually emerging as a butterfly in the future is quite a good way of

thinking about future growth and the identity of Cullompton as a whole as it grows and evolves.

In the Stage 1 SPD there were nine principles set out for East Cullompton and they all remain important and are still highly relevant but there is an urgent need in the face of the climate emergency to strengthen the messages and to set out a vision for East Cullompton that is not only clear about what we must deliver but also be mindful and alive to how it connects to a changing town and how it might evolve and grow into the future Garden Village.

We have simplified and reinforced these principles under the headings of Planet, People and Place. Everything we do in relation to the masterplan framework for East Cullompton must keep these three driving principles in perfect balance and go on to demonstrate how we deliver the step changes required through practical and deliverable planning requirements and through good design at every stage.





Illustration of how East Cullompton could be developed following the overarching principles



## 2.2 Overarching Principles

By putting Planet, People and Place right at the forefront of the vision for East Cullompton, the development principles can deliver the outcomes we want to see, namely:

# Planet

Regard Cullompton and East Cullompton as one place, make them interdependent and mutually supportive. This will strengthen the local economy, making the town more resilient. It will reduce out-commuting, reduce carbon emissions, improve air quality and reduce noise and dust.

Transform water management and habitat creation in this part of the Culm Valley to reduce flooding, increase biodiversity and to make water and wildlife central to day-to-day life in East Cullompton.

Combine locally-sourced clean energy with reduced energy demand and energy-efficient, durable and adaptable buildings.

Protect natural resources, including existing vegetation and local soils and local habitats. Reconnect and strengthen local landscapes and increase woodland cover.

Use innovative and modern methods of construction to minimise waste and reduce pollution. To ensure waste from development can be minimised and to reduce inert material exported off site.

# People

Improve human health and well-being by favouring walking and cycling over other modes, improving air and water quality and improving contact with nature.

Build a sense of community and sense of belonging around existing activities and uses and around the new community centres. Make them pedestrian-friendly and keep them largely traffic-free.

Offer choice and make better homes and workplaces that are flexible and adaptable for changing lifestyles.

Build sociable streets and rural lanes that encourage neighbourliness, outdoor living and outdoor play.

Make sure everyone is within a few minutes walk of a park or a greenspace or the opportunity to follow or cross a watercourse.

# Place

Make it a compact and village-scale, combining well-crafted buildings and spaces that are pedestrian-friendly. Make the neighbourhoods safe by reducing traffic speeds and the dominance of cars.

Bring the scale of infrastructure down with narrower streets and spaces, something more in keeping with a village character.

Bring the rural character of East Cullompton alive by incorporating existing rural tracks, the hedgerows and the mature Oak trees that characterise this area.

Make the active travel and bus routes between East Cullompton and the town into green lanes that are rural in character.

Celebrate the presence of water and the crossing of, or the following of, watercourses part of the experience of daily life, such as the route to school or the workplace, or the journey to and from the new station or to the local shops.



# SECTION THREE

# INFLUENCES

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**Policy Context**

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**Carbon Principles**

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**20 Minute Place**

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**Natural Capital**

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**Delivery and Phasing**

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**Summary of Engagement**

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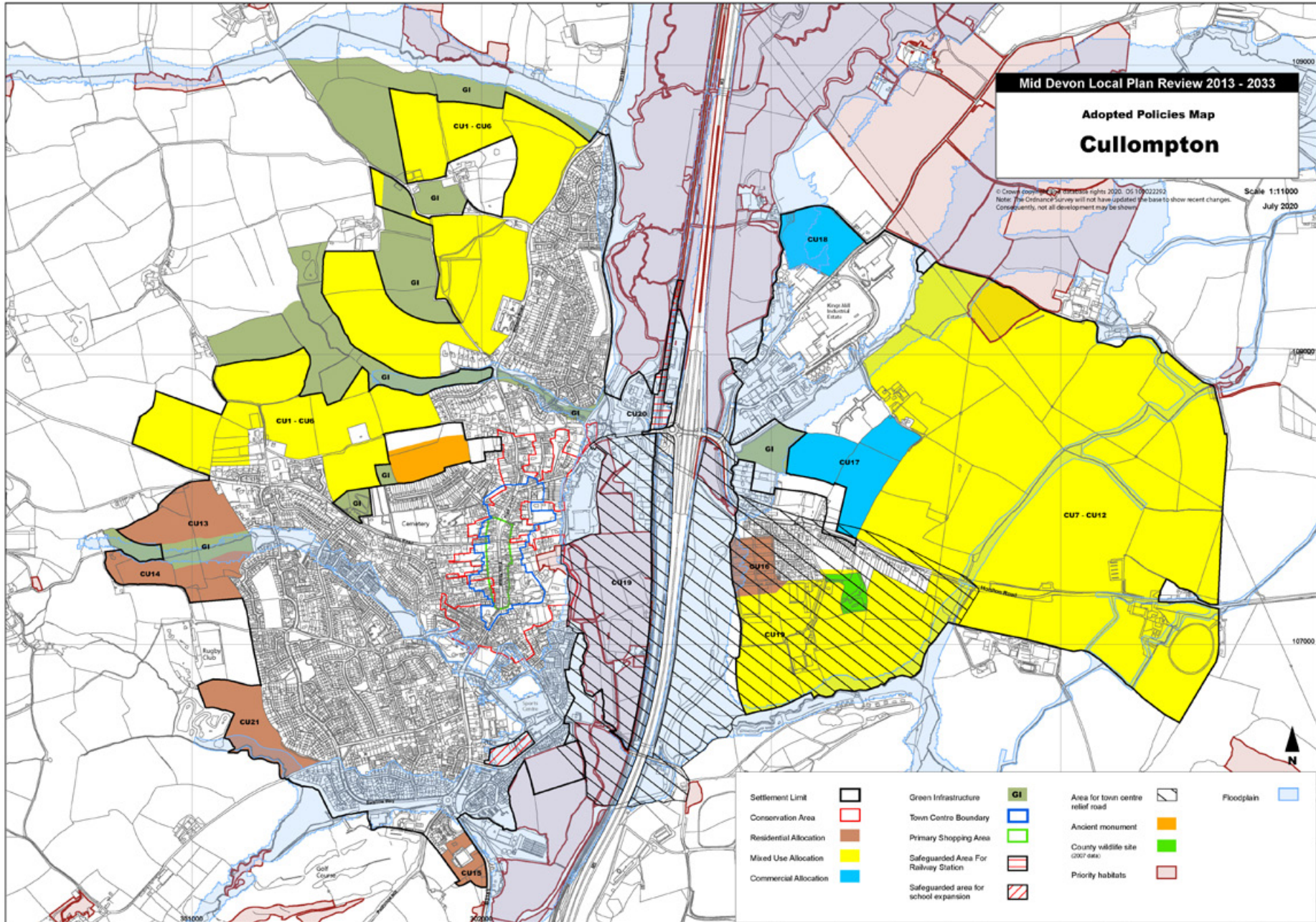
**Parallel Work**

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**Lessons from Elsewhere**

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Mid Devon Local Plan Adopted Policies Map: Cullompton

### 3.1 Policy Context

#### The Mid Devon District Council Local Plan

The Mid Devon Local Plan for the period 2013-2033 was adopted in July 2020 and forms the Development Plan for the area. The key policies from the adopted Local Plan in respect of the East Cullompton allocation are summarised below:

##### Policy S2 - Amount and Distribution of Development

This sets out the district's housing requirement for the plan period (2013-2033) of 7,860 dwellings. Central to the spatial strategy is the role of Cullompton in meeting the district's long-term development needs.

##### Policy S11 - Cullompton

This sets out a long-term vision for Cullompton to develop as a fast-growing market town with a strategic role in the hierarchy of settlements in Mid Devon.

The town will become the strategic focus of new development reflecting its accessibility, economic potential and environmental capacity. This strategy will improve access to housing through

urban extensions and expanded employment opportunities. There will be significant improvements to the town's infrastructure and connectivity, including the reopening of the railway station, and improved services for its population and nearby rural areas. Proposals will provide for approximately 3,930 dwellings, of which 1,100 will be affordable, and 73,500 gross square metres of commercial floor space over the plan period.

Key investment priorities include:

- Strategic mitigations to maintain highway capacity, safety, integrity, and sustainability including the M5 and local highway network;
- reopening of Cullompton Railway Station;
- Continue measures to support the implementation of the Cullompton Air Quality Action Plan;
- Manage the town centre so that economic regeneration and heritage reinforce each other;
- Provide community infrastructure such as education and enhanced open space to support new development proposals;

- Support measures to reduce flood risk within Cullompton and make provision for green infrastructure.

##### Policy CU7 - East Cullompton

This allocates a site of 160 hectares at East Cullompton, to the east of Junction 28 of the M5 for the development of an area of new settlement. Policy CU7 sets out a number of development requirements, covering a range of matters:

- 1,750 dwellings within the plan period and further development of at least 850 dwellings post 2033;
- 28% affordable housing to include extra care housing and at least ten pitches for gypsies and travellers, subject to viability;
- 5% of housing to be provided as serviced plots for sale to self-builders;
- 20,000 square metres commercial floorspace within the plan period and a further 12,000 post 2033, to include a care home or retirement complex, appropriately scaled retail development and other suitable uses such as offices and a hotel or leisure development;

- Provision of at least 40 hectares strategic green infrastructure;
- Provision of transport improvements to ensure safe and suitable access for all modes, including necessary capacity improvements to M5 Junction 28 and pedestrian and cycling links across the motorway to the existing town;
- Environmental protection and enhancement and noise mitigation where necessary;
- Assessment of land contamination and remediation if necessary;
- Land and facilities for community use including a new primary school to meet local needs arising;
- Contributions towards expansion of local secondary education facilities to meet needs arising;
- Carbon reduction and air quality improvements;
- Archaeological investigation and appropriate mitigation;
- An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development; and
- Comprehensive Masterplanning of the development including at least two stages of public consultation and adoption of the Masterplan as a Supplementary Planning Document, before any planning application is determined.

### Policy CU8 – East Cullompton Transport Provision

As part of the development of East Cullompton, contributions towards or delivery of the following transport infrastructure will be provided by all new development within the site:

- 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;
- Provision of appropriate highway improvements on roads around the development to ensure any unacceptable traffic impacts are mitigated;
- Reopening of Cullompton Railway Station;
- Provision of a network of streets linking to the existing highway network, and appropriate mitigation to reduce impacts on the existing road network such as Honiton Road;
- Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;
- Safe and attractive cycle and pedestrian links to and from the town centre and within the mixed use urban extension;
- Creation of safe and attractive pedestrian and cycle links between the development and the Kingsmill Industrial Estate;

- Implementation of travel plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts;
- Bus service enhancements within, into and out of, the mixed-use urban extension, linking to Cullompton town centre;
- Bus service enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton

### Policy CU9 – East Cullompton Environmental Protection

As part of the development of East Cullompton, the following environmental protection and enhancement measures will be implemented at the expense of all new development within the site:

- Measures 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;
- An area of 40 hectares for strategic green infrastructure, laid out and managed with an appropriate mix of public parkland, open space, landscaping and local nature reserve;
- Areas of equipped and laid out public open space, totalling 0.4 hectares of equipped children's play, 0.12 hectares for teenage



- facilities, 6 hectares amenity green space, 9 hectares of parks, sports and recreation grounds, and 1.5 hectares of allotments;
- Protection and enhancement where possible of existing Public Rights of Way;
  - Appropriate screening and landscaping for properties adjacent to the M5;
  - Appropriate provision of a sewerage system to serve the development and a strategically designed, and phased, Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;
  - A strategic landscaping and tree planting scheme to mitigate landscape impact, protect the setting of the Blackdown Hills Area of Outstanding Natural Beauty, and enhance biodiversity and the character of development; and
  - Design solutions which respect the settings of listed buildings adjoining the site.

Policy CU10 – East Cullompton Community Facilities

As part of the development of East Cullompton, the following community infrastructure will be provided at the expense of all new development within the site:

- A serviced site of 2.5ha for a new 630 place

primary school, or alternatively 3ha of serviced land in two parcels of 1.1ha and 1.9ha appropriately located for the delivery of two new primary schools, at no cost to the Local Education Authority;

- A site of 2 hectares for a shopping and community centre, and the provision of a multi-purpose community building for youth, children and other community uses;
- Construction costs for a primary school capacity of at least 630 places plus additional early years provision, including the requisite land to deliver these facilities. The required primary school capacity should be delivered through the provision of either one or two schools;
- Contributions towards the expansion of secondary education facilities in the local area;
- Contributions towards the expansion or improvement of local library services
- Contribution towards sporting and leisure facilities; and
- Contributions towards a new recycling centre to serve Cullompton.

Policy CU11 – East Cullompton Carbon Reduction and Air Quality

The development of East Cullompton will be required to implement a Carbon Reduction and

Low Emissions Strategy at the expense of 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:

- Renewable and low carbon energy to provide a proportion of the site’s energy use;
- 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;
- Measures to encourage the sustainable treatment of waste;
- Measures to manage the impacts of construction;
- Offsite tree planting where sufficient cannot be accommodated onsite;
- Energy improvements to existing buildings; and
- Other measures to capture or mitigate carbon emissions and air quality impacts from development.

### Policy CU12 – East Cullompton Phasing

A phasing strategy will be required for the development of East 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:

- Provision of affordable housing will be broadly in step with the market housing;
- Provision of all serviced self-build plots after strategic highways infrastructure has been completed;
- Provision of commercial development in step with housing, at a rate of at least 1 hectare per 500 occupied dwellings;
- Provision of strategic green infrastructure broadly in step with development, with public open space provided at a rate of at least 1 hectare per 150 dwellings or phased to deliver a larger area of multi-functional public open space at a suitable stage in the development;
- Implementation of bus service improvements in step with housing development, provided in appropriate instalments;
- 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; and

- Transfer of serviced land together with right of access for primary school(s) at no cost to the Local Education Authority prior to the first occupation of residential development, with necessary funding to construct the facilities being paid to the Local Education Authority in appropriate instalments.

### **Revised Mid Devon Local Plan**

The Council have started work to prepare the new Local Plan. This will have regard to the latest national planning policies, practice guidance and thinking about how best to plan in the context of a national housing crisis, economic and pandemic recovery and the challenges of a climate emergency. It will also ensure Mid Devon will continue to benefit from a plan-led approach for development to meet current and future needs over a longer time period to 2043.

Consultation on the Plan Mid Devon 2023-2043 Regulation 18 Issues Paper took place from 31st January - 28th March 2022. This was the first stage in preparing the new Local Plan in which sought views about what the new Local Plan will include and how Mid Devon should be planned for in the future.

The emerging Local Plan includes the ambition for the Culm Garden Village. The Culm Garden Village proposal is one of only 14 areas initially awarded Garden Village status by the Government in January 2017. Mid Devon's expression of interest for the Garden Village identified the potential to deliver up to 5,000 sustainable new homes in a country park landscape, with jobs, community facilities and transport, all integrated with Cullompton itself. 1,750 of these homes are already planned at East Cullompton through the current adopted Local Plan for the period to 2033 and there is provision for at least another 850 new homes beyond. The development of a garden village in this location would build on the strategy of the current Local Plan, where Cullompton will be the strategic focus of new development in Mid Devon due to its accessibility, economic potential and environmental capacity.

### **Cullompton Neighbourhood Plan**

The Cullompton Neighbourhood Plan was adopted in June 2021 and now forms part of the statutory development plan for the Cullompton area, alongside the Mid Devon Local Plan and the Devon Waste and Minerals Plan, and carries full weight for guiding planning applications submitted to the Council for determination and the decisions made on these.

The Neighbourhood Plan reflects on the proposed growth of Cullompton and in respect of the East Cullompton states:

Cullompton Town Council is happy to go along with the ‘Garden Village’ approach to development in east Cullompton if it helps achieve the strategic policies of the Local Plan, delivers a high-quality living environment and facilitates sustainable growth of Cullompton that will offer benefits to all the parishioners of the area. However, it is the Town Council’s position that this can only be achieved if the east Cullompton growth area is conceived from the outset as an integral part of the town of Cullompton and not a separate settlement; and master-planned accordingly.

This principle of seeking to think about the existing town of Cullompton and the proposed development at East Cullompton and the wider

Culm Garden Village as one place has been a key influence in developing the proposed Masterplan Framework.

### **SPD Stage 1**

In December 2018, the Council published the East Cullompton Masterplan SPD Stage 1: Issues, Opportunities and Concepts for consultation. This is not an adopted SPD but it presented the emerging local planning policy context and the initial vision and principles for the site, before going on to summarise the masterplanning evidence base to date and the subsequent issues that have been identified. The document then proceeds to outline initial development options and opportunities for delivery of the vision and principles. A Vision & Concept document for the wider Culm Garden Village was also prepared and published for consultation alongside this Stage 1 Masterplan SPD. These documents help set the context for this SPD.

### **Mid Devon Design Guide**

In October 2020 the Council adopted the Mid Devon Design Guide Supplementary Planning Document. The Design Guide applies to the whole of Mid Devon and is intended to raise design awareness and standards throughout the planning process.

We have had regard to the overarching design principles in this guide in preparing this SPD and setting out the principles, design guidance and requirements for new development at East Cullompton.

### **Devon Waste Plan**

The Devon Waste Plan for the period 2011-2031 was adopted in December 2014 and forms part of the Development Plan for the area. The key policy from this plan is Policy W4: Waste Prevention. This policy looks for sustainable construction, procurement and waste management in Devon to achieve a reduction in the waste generated through all forms of development. Development at East Cullompton will need to show how sustainable construction, procurement and waste management has been considered.



## 3.2 Carbon Reduction Principles

### Context

There is a legal requirement enshrined in the Climate Change Act (2008) to achieve net zero carbon emissions in the UK by 2050 as part of a global effort to reduce temperature rises to “well below 2°C” compared to pre-industrial levels.

This climate emergency has been acknowledged by Mid Devon District Council in 2019 and is reflected in the Interim Devon Carbon Plan (2020) which provides a roadmap for Devon to achieve net-zero by 2050, with an interim target of a 50% emissions reduction by 2030 (from 2010 levels). Further detail on the roadmap itself will be reflected in the Devon Carbon Plan which remains in preparation and is due to be finalised later in 2022.

Reflecting this context and acknowledging the impact that the built environment has on emissions, the Adopted Mid Devon Local Plan (2013 – 2033) embeds a requirement to minimise emissions in the delivery of future allocated development across key policies. This includes

Policy S1 (Sustainable Development Priorities) and Policy S9 (Environment) alongside wider policies such as Policy DM2 (Renewable and Low Carbon Energy) and Policy DM3 (Transport and Air Quality).

From a site-specific context, Policy CU7 (part k) of the Local Plan makes it a requirement for the allocation at East Cullompton and the wider Culm Garden Village site to implement ‘carbon reduction’ improvements. This is further reflected in Policy CU11 which obligates the preparation of a Carbon Reduction and Low Emissions Strategy with a focus on measures to minimise the overall carbon footprint of the site.

**Carbon Emission Assessment Framework and Emission Sources**

MDDC are currently developing a Low Carbon Affordable Housing Development Framework Assessment Tool however, there is not yet an agreed assessment framework obligated in national planning policy (e.g. NPPF) by which the relative whole-life carbon (WLC) emissions generated by new development sites can be measured in a consistent way. From a buildings perspective, the most widely accepted

methodology currently used within the industry and already applied within a local policy context (e.g. Adopted London Plan) is the WLC Assessment framework. This applies standards contained within BS EN 15978: 2011 through consideration of the following building-related emission sources (typically over a 60-year period):

The WLC framework is not exhaustive and does not consider the emissions from all in-use sources (from human behaviour) such as from

surface transport, waste processing or food and service consumption. No framework is currently widely applied within the industry to measure the emissions from these sources. Based on preliminary City Science research for the Royal Town Planning Institute (RTPI), these unmitigated human behavioural based emission sources are estimated to comprise around two thirds of the total life-cycle emissions (60-years assumed) of a development site.

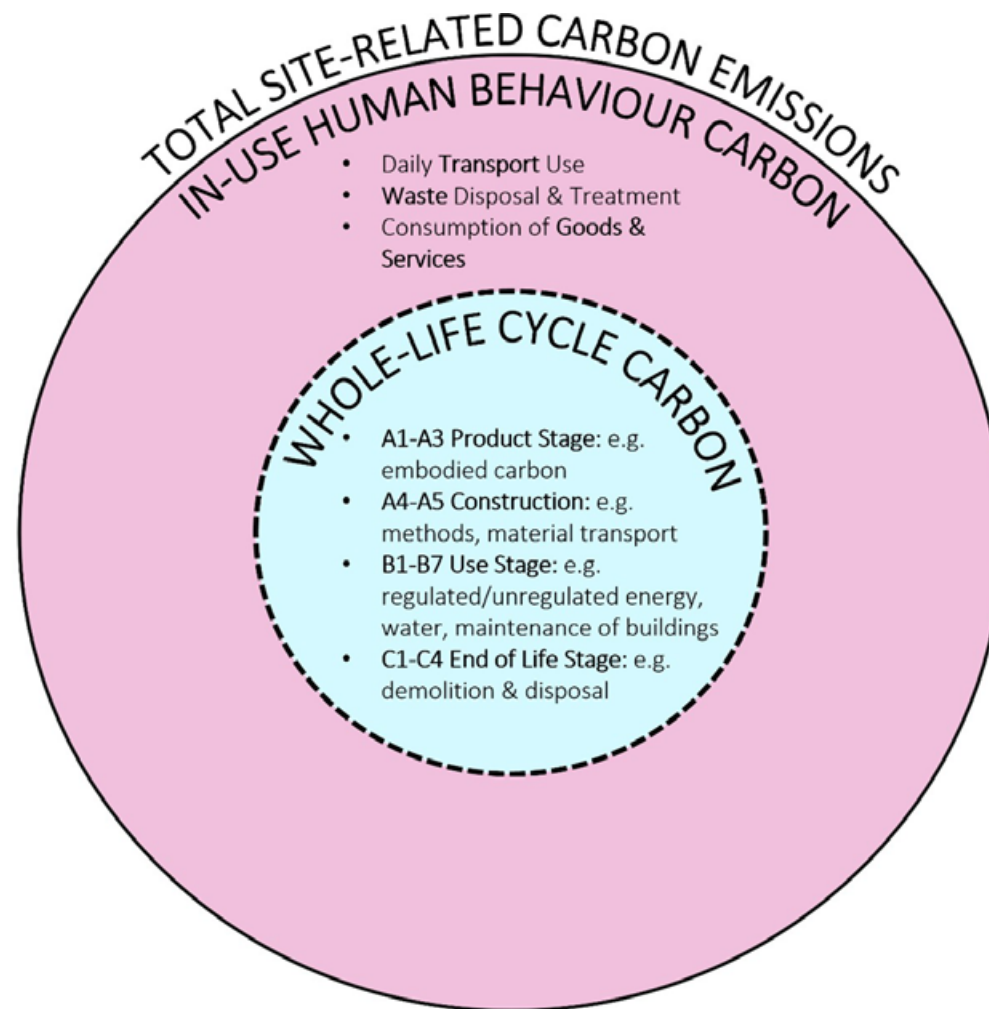
WLC Carbon Assessment Component	Emission Sources		Typical % WLC Emissions Contribution
<b>A1-A3 Product Stage</b>	<ul style="list-style-type: none"> <li>A1: Raw Material Supply</li> <li>A2: Transport of Materials</li> </ul>	<ul style="list-style-type: none"> <li>A3: Manufacturing</li> </ul>	30%
<b>A4-A5 Construction Stage</b>	<ul style="list-style-type: none"> <li>A4: Construction Transport</li> </ul>	<ul style="list-style-type: none"> <li>A5: Construction Process</li> </ul>	10%
<b>B1-B7 Use Stage</b>	<ul style="list-style-type: none"> <li>B1: Building Use (emissions from building components only)</li> <li>B2: Maintenance of Building</li> <li>B3: Repair of Building</li> <li>B4: Replacement of Building Parts</li> </ul>	<ul style="list-style-type: none"> <li>B5: Building Refurbishment</li> <li>B6: Operational Energy Use (Regulated &amp; Unregulated)</li> <li>B7: Operational Water Use</li> </ul>	55%
<b>C1-C4 End of Life Stage</b>	<ul style="list-style-type: none"> <li>C1: Demolition Process</li> <li>C2: Transport from Demolition</li> </ul>	<ul style="list-style-type: none"> <li>C3: Building Waste Material Processing</li> <li>C4: Building Waste Materials Disposal</li> </ul>	5%

Table: Typical Emission Sources Considered by Whole Life Carbon Assessment

### Quantification of Estimated Carbon Emissions

A Carbon Reductions and Low Emission Strategy is to be provided by developers in consultation with the Council. It should apply a comprehensive approach to estimate a ‘Do Nothing’ baseline for carbon emissions across the lifecycle of the site (60 years assumed). This ‘Do Nothing’ baseline should then be used as the basis to develop the carbon reduction targets & strategy for the site. Subject to any future national policy revisions or provisions in the Local Plan, this should comprise:

- Whole-Life Cycle Carbon Assessment Framework: consideration of potential approximate emissions across the WLC components identified in BS EN 19578:2011, incorporating both regulated and unregulated energy consumption as part of B6.
- In-Use Human-Behaviour Carbon: consideration of potential approximate emissions from in-use human behaviour considering transport, waste and consumption of goods and services.



Total Lifetime Site-Related Carbon Emissions

### Carbon Reduction Key Principles and Target Setting

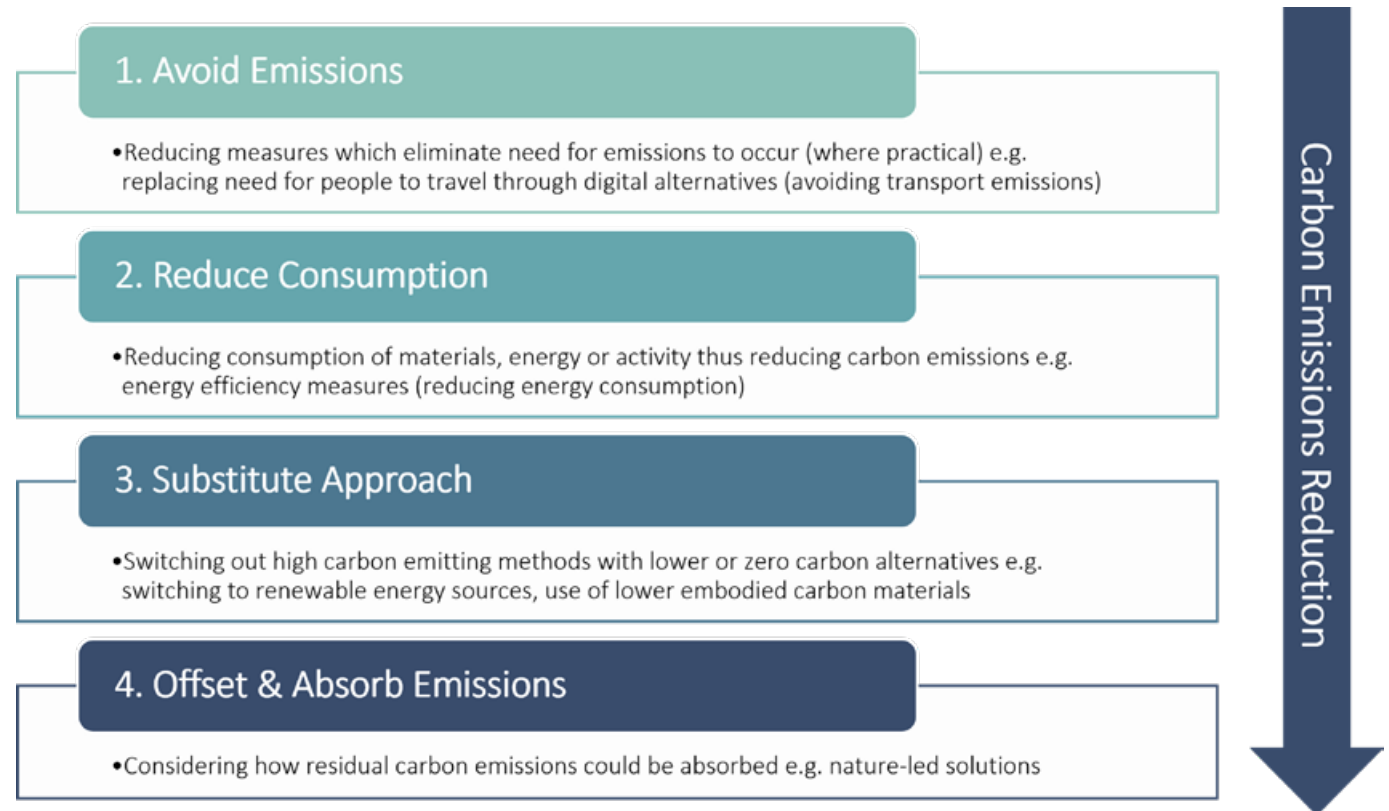
Setting a target to reduce carbon emissions from the site should be embedded as a clear outcome across all disciplines of the planning process. Embedding this vision at the outset is critical to ensure that delivery of East Cullompton is successful in minimising its impact across all potential emission sources.



## Overarching Carbon Reduction Hierarchy

The Carbon Reductions & Low Emission Strategy in conjunction with the Masterplanning process should be underpinned by a hierarchy of core principles focused on the outcome of reducing emissions. This should be comprised of the following:

- Avoid Emissions: through measures which eliminate the need for emissions to occur entirely (where practical) such as through substituting the need for people to travel with digital alternatives (avoiding transport emissions)
- Reduce Consumption: through measures such as energy efficiency (reducing energy consumption), rationalisation of material selection in construction (reducing material use) or through embedding circular economy principles (reducing waste generation)
- Substitution: through switching out high carbon methods with lower or zero carbon alternatives such as renewable energy sources, electric vehicles, or lower carbon building material selection
- Offset & Absorb: through consideration of how residual emissions anticipated could be absorbed e.g. nature-led solutions



Carbon Reduction and Low Emissions Strategy Hierarchy

### **Broad Carbon Reduction Approach by Source**

The following table identifies potential criteria for success for decarbonisation measures across the various carbon emission sources. This considers all sources which includes all those identified in Policy CU11 of the Mid Devon Local Plan.

These potential decarbonisation measures are indicative and are not exhaustive and remain subject to further testing through more detailed planning stages by developers. The Carbon Reductions and Low Emission Strategy submitted by developers should set out measures against each source.

	Source	Broad Low Carbon Emission Outcome		
		Avoid Emissions	Reduce Consumption	Substitute Approach
Whole-Life Cycle Carbon Emissions (Buildings)	<b>Buildings (Embodied Carbon, Construction, In-Use &amp; Demolition [A1-A5, B1-B5, C1-C4])</b>	<ul style="list-style-type: none"> <li>✓ Ensuring the development content directly matches future needs of site users</li> <li>✓ Reduce building footprints and site coverage</li> </ul>	<ul style="list-style-type: none"> <li>✓ Lightweight construction method</li> <li>✓ Building materials locally produced in Devon (where appropriate) to reduce transport emissions</li> <li>✓ Use of recycled / reclaimed materials</li> </ul>	<ul style="list-style-type: none"> <li>✓ Switching out high embodied carbon products (e.g. steel, aluminium, concrete) with low embodied carbon products (e.g. timber, lime render, slate)</li> <li>✓ Moderate to high repurposing of building materials rather than use of composite materials</li> <li>✓ Selection of standard components to reduce emissions from future maintenance of site</li> <li>✓ Modern Methods of Construction</li> </ul>
	<b>Energy (WLC B6)</b>		<ul style="list-style-type: none"> <li>✓ Dwellings designed in accordance exemplary energy efficiency standard such as the Future Homes Standard (due to be implemented from 2025)</li> <li>✓ Low energy consumption intensity for both building and user consumption such as through per-room energy control or communal access to white goods</li> </ul>	<ul style="list-style-type: none"> <li>✓ On-site renewable electricity generation including rooftop and surface photovoltaic solar panels (<i>electricity proportion subject to feasibility assessment</i>)</li> <li>✓ On-site heating in buildings from renewable sources such as air-source or ground-source heat pumps (<i>subject to feasibility assessment</i>)</li> </ul>
	<b>Water (WLC B7)</b>		<ul style="list-style-type: none"> <li>✓ Widescale water consumption meters</li> <li>✓ Water-efficient design</li> <li>✓ Maximise use of rainwater and greywater throughout the site</li> </ul>	<ul style="list-style-type: none"> <li>✓ On-site water heating from renewable sources such as ground-source heat pumps</li> <li>✓</li> </ul>
In-Use Human Behaviour	<b>In-Use Transport</b>	<ul style="list-style-type: none"> <li>✓ Maximise digital connectivity through ensuring full fibre broadband access</li> <li>✓ Parking policies</li> </ul>	<ul style="list-style-type: none"> <li>✓ Integration of land use content with transport, including opportunities for flexible work space and hubs</li> <li>✓ To demonstrate how the place it fits within 'a 20-minute place' with residents able to access essential local services and employment within 20 minutes via walking, cycling and shared transport</li> </ul>	<ul style="list-style-type: none"> <li>✓ Active travel routes to be fully integrated with public and shared transport networks and aligned with major trip generators</li> <li>✓ Public and shared transport provision to and within the garden village to demonstrate zero tailpipe emissions</li> <li>✓ Provision of electric car club for longer-distance trips</li> <li>✓ Appropriately located mobility hubs including delivery hubs and shared community services</li> </ul>
	<b>In-Use Waste</b>		<ul style="list-style-type: none"> <li>✓ Potential for on-site hubs to support local and circular / sharing economies e.g. swap shops</li> <li>✓ Potential for site-wide circular economy-based schemes for retail units e.g. reuse schemes</li> </ul>	<ul style="list-style-type: none"> <li>✓ On-site compost facilities integrated as part of community allotments for food waste</li> <li>✓ Maximise recycling rates through measures such as exceeding minimum requirements for recycling bin storage space</li> </ul>
	<b>In-Use Consumption of Goods &amp; Services (e.g. Food)</b>		<ul style="list-style-type: none"> <li>✓ Community growing space and allotments to in each phase of the garden village to support reduced meat consumption</li> </ul>	



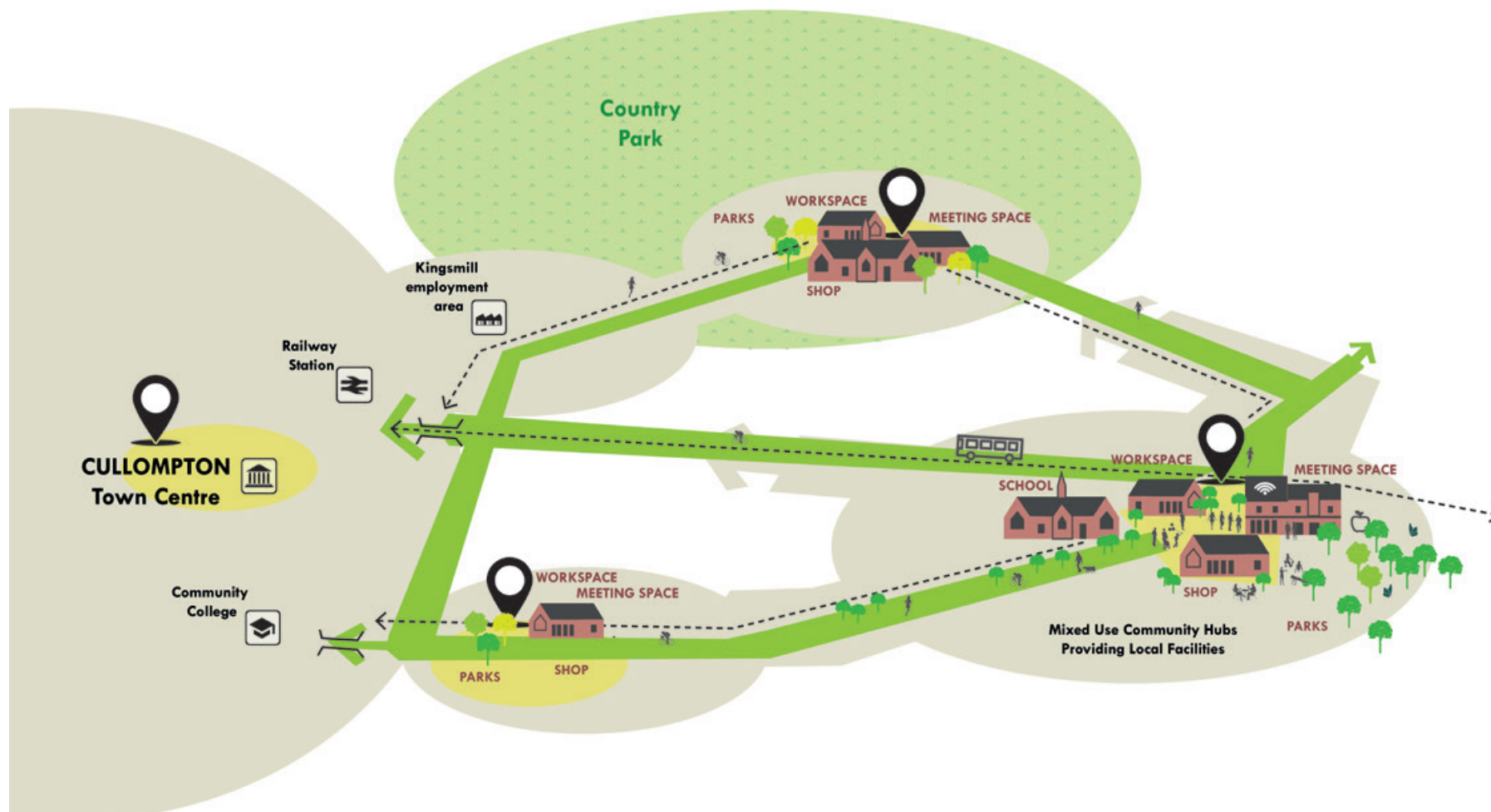


Illustration of the 20 minute place at Cullompton demonstrating the town wide and neighbourhood scale opportunities

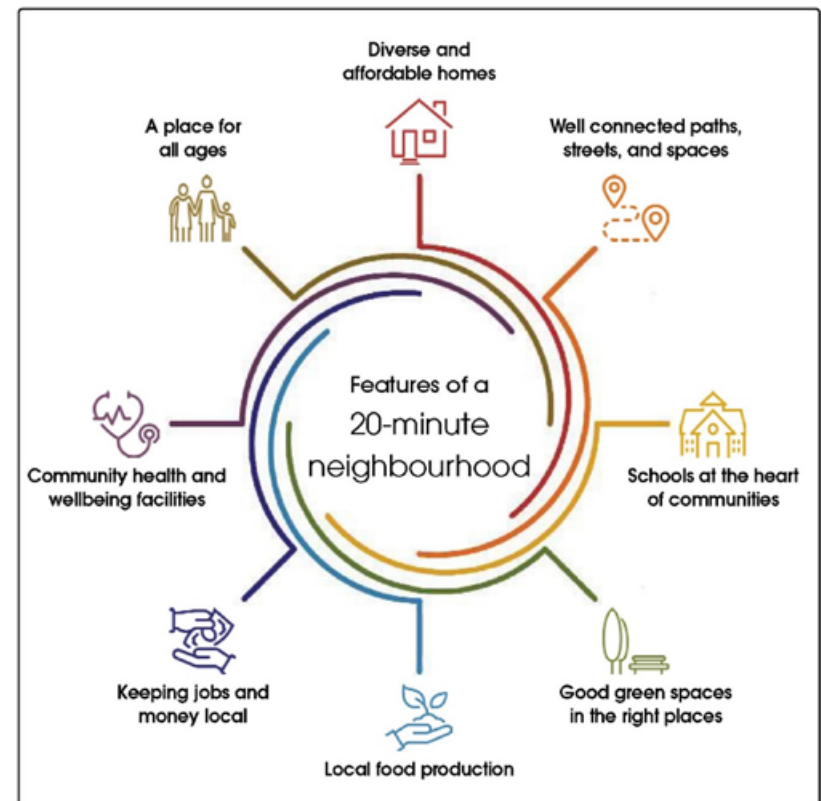
### 3.3 The 20 minute place

A fundamental aspect of successful placemaking and addressing critical issues such as decarbonisation is reducing the dependence on private car journeys. The proximity of Cullompton Town Centre, expanding employment areas and East Cullompton, if combined with a comprehensive mobility strategy, maximises the ability to achieve net zero carbon ambitions, address the climate emergency declaration and promote active and healthy mobility practices.

The idea of a 15 or 20 minute place is well recognised and promoted in many cities worldwide and relates to a concept which aims to create neighbourhoods where you can find most of what you need day to day within 15-20 minutes of home. While improved connections in to the rest of the region will clearly remain important, and helped by the reopening of Cullompton railway station, the allocation at East Cullompton and the wider Garden Village opportunity will be of a scale that can bring forward a range of land-uses that not only benefit the site, but also the wider area allowing people to access more services and opportunities for day to day needs. Active and shared travel interconnectivity between East Cullompton and Cullompton is essential to ensure that sustainable travel options are woven in to plans with the aim of reducing reliance on use of the car.

While the concept of the 20 minute place emerged in an urban context and Cullompton has a more rural character, the ideas are still relevant and essential to addressing the issues above. The Masterplan Framework translates the idea and applies it directly to the local context. When we refer to the 20 minute place at Cullompton this refers to both:

- A town wide scale, where Cullompton as a whole offers a broader range of local services, jobs, enhanced Town Centre, railway station and recreational opportunities and where cycling and public transport may need to be used as well as walking.
- A neighbourhood scale where walkable new communities provide local facilities such as workspaces, schools, community space, open spaces and shops as a central part of the new neighbourhoods.



Extract from the TCPA Guide on 20 Minute Neighbourhoods

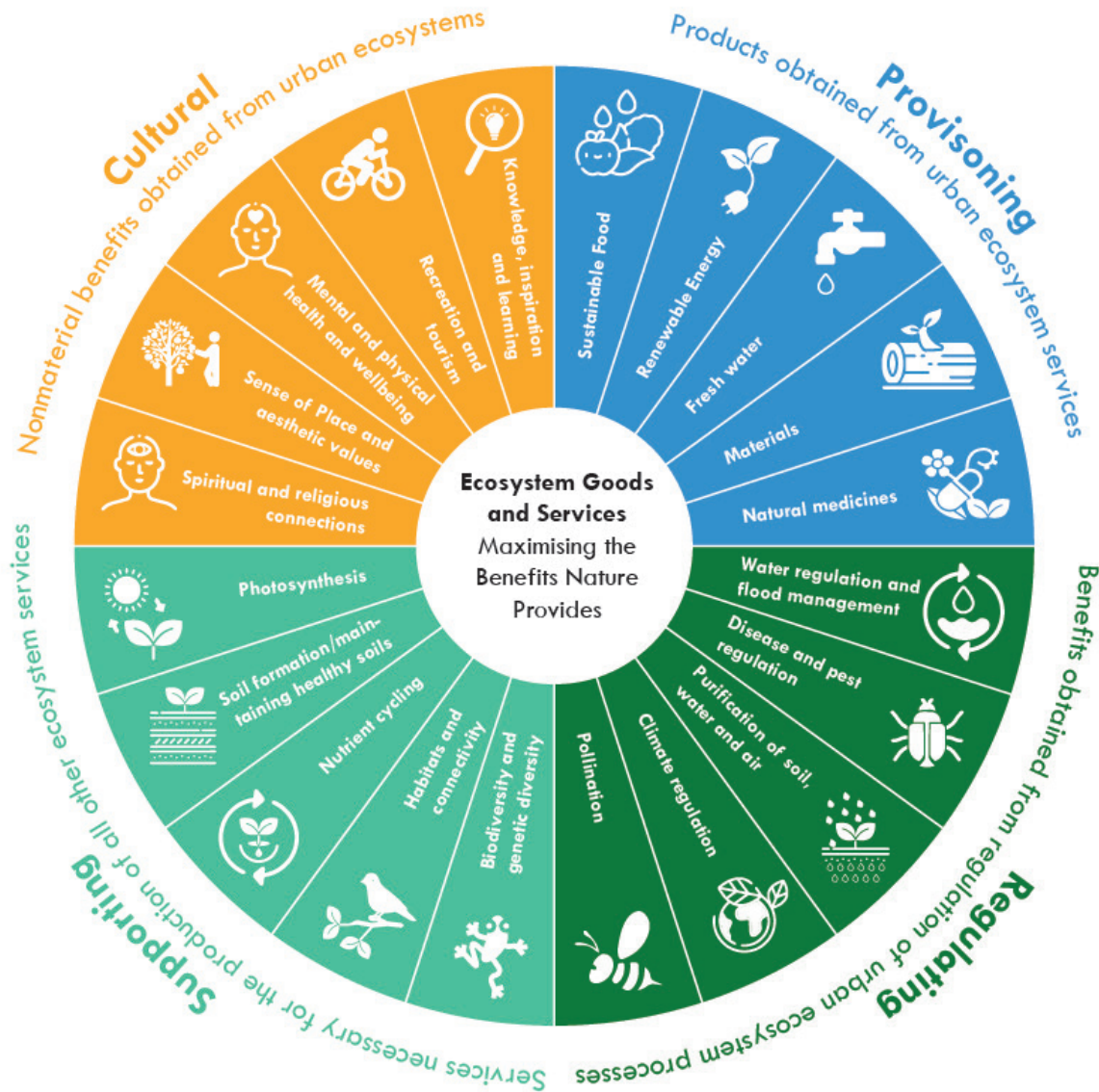


Illustration of the range of benefits possible through harnessing natural systems

### 3.4 Natural Capital

Our environment is our life support system sustaining and providing our food, fuel, building materials, fresh air, clean water, carbon storage, and economic worth. Climate change, significant declines in biodiversity, and population growth are putting pressure on our environment.

We can capture the value of nature by harnessing natural systems and processes rather than working against them. This approach is described as nature-based solutions and the benefits of natural processes are commonly referred to as ecosystem goods and services. These comprise tangible and intangible benefits and include the production of food and timber, carbon sequestration, improved air quality, reduced storm-water runoff and the regulation of the climate.

Ecosystem goods and services provide many benefits and their value can be measured using a natural capital approach. Ecosystem goods and services are varied and closely interrelated. A single well considered intervention can result in multiple benefits. Mid Devon District Council commissioned a Natural Capital assessment of the site as part of the preparation of the Masterplan, this work helps to identify where the environment is working well, where is the best place to site new development and how we can intervene to deliver multiple benefits or minimise risk of things such as erosion or flooding. The findings and recommendations of the Assessment are incorporated in the following sections of the SPD.



### 3.5 Delivery and Phasing Priorities

East Cullompton is a large-scale and complex development with a long duration that will span over more than a decade, particularly so, given its potential in the future to grow into the Culm Garden Village. There is more than one site promoter and there are multiple land ownerships to consider. As development commences there will be others too who will have a strong stake in its successful outcome, including a flourishing local community of residents and businesses.

Policy CU7 is very clear about the need for a comprehensive masterplan to guide development and sets out the land use and infrastructure requirements for East Cullompton and Policy CU12 sets out the phasing requirements. The delivery mechanisms required to ensure that this sequence happens successfully and that it is viable and sustainable at every stage in its development will be the subject of further work involving all interested parties to comprise the Phasing and Delivery Strategy. Initial phasing principles are included within this SPD and planning applications will be required to demonstrate how these principles are being met.

The drivers of change we highlighted in the introduction, whether that is rapidly changing patterns of living and working or, for example, increasing support for local business, all point to the urgent need to deliver the essential ingredients of place and the right kind of infrastructure either at the same time or ideally in advance of building homes. We also need to deliver a good choice of homes with a variety of tenures and types right from the outset. The East Cullompton site offers some unique opportunities of a development of this type and scale. These include links to large employment areas at the edge of the site, the potential to improve links with the existing communities and facilities in Cullompton and the potential to utilise the diversification of existing farm clusters on site as a model and catalyst for establishing a variety of activities on the site from the outset.

Establishing “village life” early on and providing alternatives to entrenched patterns of daily out-commuting and the use of the private car for all daily activities is at the heart of the “20 minute place” concept and this must be a high priority and a key driver in the phasing and delivery strategy.

The multiple landownerships have influenced the masterplan and the way this has been described to provide an overarching structure to East Cullompton. The guiding principles and key features that we want to see in the early phases of development have also shaped the overall approach and plans for East Cullompton described in the Masterplan Framework Section. The resulting phasing principles are also contained in the Masterplan Section.



### 3.6 Summary of Engagement

During the preparation of the Stage 1 SPD extensive engagement and collaborative working took place with a number of technical stakeholders such as landscape architects, ecologists, highways officers, urban designers, flood risk and drainage specialists, education and housing officers, leisure and health professionals; as well as with community organisations and groups forming the Culm Garden Village Community Stakeholder Forum. This Forum is attended by representatives from organisations such as Cullompton Town Council, Kentisbeare Parish Council, Cullompton Neighbourhood Plan Steering Group, sports clubs, local health providers, local schools, arts groups and faith groups.

The key findings from engagement during Stage 1 have been used to inform the preparation of this SPD. These key findings include:

- Ensure the new community is integrated with Cullompton, physically and socially.
- Green buffer with Kentisbeare.
- Sense of community and well-being with sports and leisure to meet the needs of the existing and new communities – being happy where you live, active, inclusive and safe.
- Adequate and natural flood risk management and sustainable urban drainage systems.
- Good quality employment in a high quality environment to attract the right people to the right jobs – reducing out-commuting.
- Business hubs with fast broadband, links with the Exeter Science Park, highly skilled workforce and quality apprenticeships
- Focal points for gathering people together, arts, culture and faith.
- A community hub with provision for healthcare, catering for all ages.
- Central neighbourhood centre with post office, pub, church, shops, cash point, nursery, community centre – focal point of the village.
- Education provision close to Honiton Road, sports and employment.
- Easy to find your way around.
- Timely provision of infrastructure.
- Suitable mix of housing to meet demographic need, high quality, well designed and built housing, including care homes and variety of tenures.
- Innovative design and new technology with low running costs and self-sufficiency designed in.
- Flexible live-work space.
- Community ownership and stewardship of open space and facilities, open space and facilities optimised to build community cohesion; facilities well run; fair for everyone.
- Respect and respond to natural features, incorporate renewable energy, grow your own food; environmentally sensitive.
- Prioritise walking and cycling, green routes, connect north and south of Honiton Road and across M5 motorway.
- Country parks and green corridors; space for wildlife; bringing the countryside into the village; and a green perimeter trail.

Building on the engagement undertaken as part of the Stage 1 SPD for East Cullompton, engagement and collaborative working has continued to inform the preparation of the Masterplan SPD. This has primarily taken place through two workshops with the Culm Garden Village Community Stakeholder Forum, held in November 2021 and April 2022.

The first workshop explored the major contextual changes since the preparation of the Stage 1 SPD in 2018 including declaration of a climate emergency, biodiversity decline and the Environment Act, the emergence of the National Model Design Code, the increasing awareness of the role of spatial planning in addressing health



and wellbeing and the implication of the COVID pandemic.

During the workshop attendees reviewed the aspirations and priorities for East Cullompton and the wider Garden Village using the principles of the 20-minute place as a model for helping to address some of these challenges. Attendees considered what the important components of a 20-minute place at Cullompton were and how the SPD could help ensure they were provided. Key discussion points included:

- Supporting choice and flexibility in working patterns.
- Flexible community spaces that can be used for a variety of events and functions.
- Open spaces that cater for a broad range of society.
- Placing nature and open space close to homes.
- Incorporating leisure and cultural space as well as shops and schools.
- Exploring opportunities for local energy production.
- Importance of a broad range of active and sustainable mobility solutions.
- Importance of place quality that responds to existing local character.
- Incorporating temporary and flexible events

space that can change as the community grows.

- Using Fordmore Farm as a useful mixed-use hub and starting point.
- Using the existing landscape as a key placemaking influence.
- Viewing East Cullompton and existing Cullompton as one place.
- One settlement with multiple neighbourhoods and centres.
- Effective connections across the M5.
- The importance of phasing to set sustainable patterns of living and establishing the quality of place.

At the second workshop in April attendees were presented with emerging thoughts and a draft framework masterplan for East Cullompton and the Garden Village. Attendees were asked to review the emerging plans against the principles of a 20-minute place. Key discussion points included:

- Ensuring early delivery of successful mixed-use areas.
- The need for effective crossing of the M5.
- Importance of traffic calming and air quality.
- Incorporating water as a placemaking feature.
- Ensuring resilience through use of natural solutions and plant species selection.
- Ensuring strong connections to the Country Parks and surrounding landscape.

- How the plan can encourage sustainable travel through provision for buses, bicycles, scooters, and walking as well as limiting provision for cars and parking.
- Incorporating heritage features into the site.
- Incorporation of areas for local food production and orchards linked to other community uses.
- Incorporating a variety of retail space that can complement what is on offer in the high Street.

During the second part of the April workshop, attendees reviewed examples of other recently built schemes, looking at a range of streets, spaces and community hubs to explore what worked about them and what didn't. The objective of this second part was to help determine the placemaking priorities for East Cullompton and the Garden Village. Key discussion points included:

- Incorporating well defined front gardens to all homes.
- Avoid poorly defined spaces with no clear ownership.
- Consider a split of parking / limiting on plot parking.
- Avoid dominance of parking in community areas.
- Avoid harsh 'hard edge' where development meets open space.
- Include provision for car clubs.



### 3.7 Parallel work

The masterplanning work for East Cullompton has been undertaken in parallel with several other work streams. These have been used to inform the proposals and to test options.

#### **Cullompton Town Centre Masterplan**

The Cullompton Town Centre Masterplan, once adopted by Mid Devon, will form the basis for the regeneration of the town; enhancing the town's economic prospects and providing a clear strategy to ensure the town meets its full potential as an attractive and thriving town post COVID-19 and into the future.

#### **Future Mobility**

A Future Mobility Strategy (April 2021) has been prepared for the site, covering a strategic review of the site, policies and best practice, and future trends; in addition to locally-led considerations such as the emerging place vision, human-centred mobility, viability and delivery.

#### **Employment and Skills**

An updated Employment and Skills Strategy was developed in parallel with the masterplan. The objective of the strategy is to support self-sufficiency and reduce out-commuting by attracting high quality jobs and setting the right conditions for inward investment. The findings

of this report have been factored into the development of the Masterplan SPD.

#### **Town Centre Relief Road**

Planning permission (reference 20/00876/MFUL) was granted in January 2021 for a new Cullompton town centre relief road to relieve traffic queues at Junction 28 and in the town centre, and improve the historic environment and air quality in the town.

#### **Feasibility testing of M5 junction improvements**

Mid Devon District Council is working with Devon County Council and National Highways to progress this aspect of infrastructure. The masterplan SPD retains flexibility on the preferred junction improvement configuration.

#### **The Proposed Country Park**

A number of workshops covering green and blue infrastructure were held with local stakeholders to capture information and continue the locally-led conversation about the potential for multi-functional green space to the north of the East Cullompton allocation. Proposals for this Country Park are being explored by MDDC but are beyond the scope of this SPD.

#### **Ongoing work on the Connecting the Culm Project**

The Connecting the Culm team have been involved in the development of the masterplan through Stakeholder workshops and through the Flooding and Drainage work relating to East Cullompton and the Garden Village.

#### **Reopening of Cullompton Railway Station**

Mid Devon District Council is committed to re-open Cullompton Train Station by 2025 as part of a wider project to improve train services in the subregion.

#### **Flooding and Drainage**

Mid Devon District Council commissioned the East Cullompton and Culm Garden Village Strategic Flood Risk Assessment and Drainage Strategy to coincide with work on the Masterplan SPD.

### 3.8 Lessons from Elsewhere

#### Place Alliance Research

In 2021 the Place Alliance launched A Housing Design Audit For England. The research systematically evaluated 142 large-scale housing-led development projects across England. Overwhelmingly the message is that the design of new housing environments in England are ‘mediocre’ or ‘poor’.

Some of the most common failings included:

- Overly engineered highways infrastructure and poor integration of storage and car parking.
- Lack of response to local context and poor ‘sense of place’.
- Poor ‘walkability’ due to dominance of cars and lack of local facilities.
- Failure to deliver a green and biodiverse landscape and sub standard response to the environmental challenges we face.

Enough data was collected to make regional comparisons. The research concluded that the potential exists for good design everywhere, despite this the south west scored significantly lower than the national average. These specific failings have helped to inform the priorities and recommendations of the SPD.

#### Garden Village review

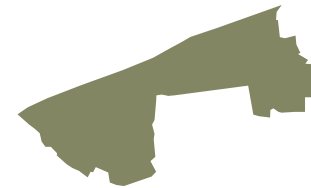
A review of garden villages and new settlements in the south west and south coast has been undertaken as part of preparing this SPD. These projects are at various stages of delivery. The intention was not to use them as a benchmark of quality but to identify lessons learned in masterplanning at the scale of East Cullompton.

#### Summary of lessons learned

- Putting Health into Place includes a useful summary of the significance and role of the built environment in improving the health of residents.
- The importance of walkable places and the challenge of establishing mixed uses to support incoming residents.
- The importance of place quality in establishing successful community and commercial hubs.
- Co-location of commercial, community space, schools and open space.
- A range of energy solutions have been developed from district heating, to anaerobic digestion to efficiency in building fabric alongside heat pumps and solar.
- Incorporation of significant areas of open space close to homes for a broad range of functions.
- The need for a clear co-ordinating plan to guide development.



East Cullompton, Mid Devon



Cranbrook, East Devon



Sherford, Plymouth/South Hams



Poundbury, Dorset



Langarth, Cornwall



Welborne, Hampshire





# SECTION FOUR

# UNDERSTANDING

# THE PLACE

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**Overview and Landscape**

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**Site Context**

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**Ecology**

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**Natural Capital**

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**Hydrology**

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**Heritage**

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**Infrastructure and Utilities**

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**Mobility**

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**Combined Constraints**

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**Opportunity Plan**

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Aerial Photo with East Cullompton Allocation Boundary

## 4.1 Overview and landscape context

Understanding the context and capturing the special qualities, or ‘spirit’, of the place is a crucial first step in developing a genuinely landscape-led Masterplan for East Cullompton.

This section of the SPD describes both the conditions within the allocated site boundary and the surrounding area to ensure the Masterplan Framework for East Cullompton is driven by a thorough understanding of the wider context.

The market town of Cullompton lies within the broad landscape context of the Devon Redlands, an extensive swathe of generally low-lying, gently rolling landscape stretching from the fringes of Exmoor in the north to the Exe Estuary and coast in the south, and from the edge of Dartmoor in the west to the Blackdown Hills in the east. The character of the area is distinguished and unified by its underlying red sandstone geology, reflected in distinctively red-tinged cob and sandstone traditional buildings, and its deep, fertile red soils which make it the agricultural heart of Devon. Rivers have created the topography that we see today and they remain as key landscape

features within this area, arising within the surrounding hills and meandering through broad, open floodplains across the central part of the Redlands towards the coast.

It is the broad valley of the River Culm, running roughly NW-SE through the Redlands to join the Exe Valley, that provides the local landscape context for Cullompton and adjacent land to the east. Topography, geology and, in particular, the river and its associated watercourses and drainage characteristics have shaped patterns of settlement and land use in this area and continue to have a profound influence on local character and sense of place.

The Culm Valley is strongly defined to the west by the distinctively hummocky rolling hills that frame the town of Cullompton lying at their foot. The town’s historic core originated along a N-S strip of relatively level ground just above the valley floor, contained between the physical constraints of rising landform to the west and the braided channels of the R. Culm and floodplain to the east. The western river channel formed the town’s Mill Leat and is part

of an integrated system of water courses (river, tributaries, channels and culverts) that have been fundamentally important to Cullompton’s historic development - influencing its location, supplying water to its inhabitants and powering its mills and industries. Indeed, part of its name is thought to be derived from the Celtic *cwlwn* (‘looped’ or ‘winding’ river). Water continues to be a highly significant feature of Cullompton and a key part of its identity - in addition to the river/valley-side setting, there are streams, leats, culverted water supplies or the river itself, encroaching on or running through most parts of the town.

Eastwards from the town, the valley opens out into a wide low-lying and essentially flat landscape, punctuated only by localised low ridgelines and subtle undulations (e.g. around Upton and north of Stoneyford) before meeting the more distinctively rolling foothills of the Blackdowns on its far eastern side. Water is a fundamental and unifying element of this valley floor landscape, comprising a dense network of watercourses and features that include the channels of the River Culm and its tributary the River Ken; an ancient leat originating from the





Settlements and Landform

12th century (providing a supply of water to farmsteads between Goodiford and Newland); historic fords and weirs; numerous streams and drains; and scattered farm ponds, fishing lakes and reservoirs, some created by former sand and gravel extraction. Aside from the river, these features are not especially visually prominent but the 'watery' nature of the landscape has nonetheless been responsible for the sparse pattern of farmsteads, clustered hamlets and small linear villages (e.g. Kentisbeare) typically located on slightly better drained ground but still strongly associated with natural and man-made watercourses and features.

Although historically a barrier to the eastern expansion of Cullompton, the drainage network of the River Culm is also a fundamental connecting element that links the town with its eastern landscape setting and has influenced the siting of historic mills, bridges, culverts and other structures and access routes within

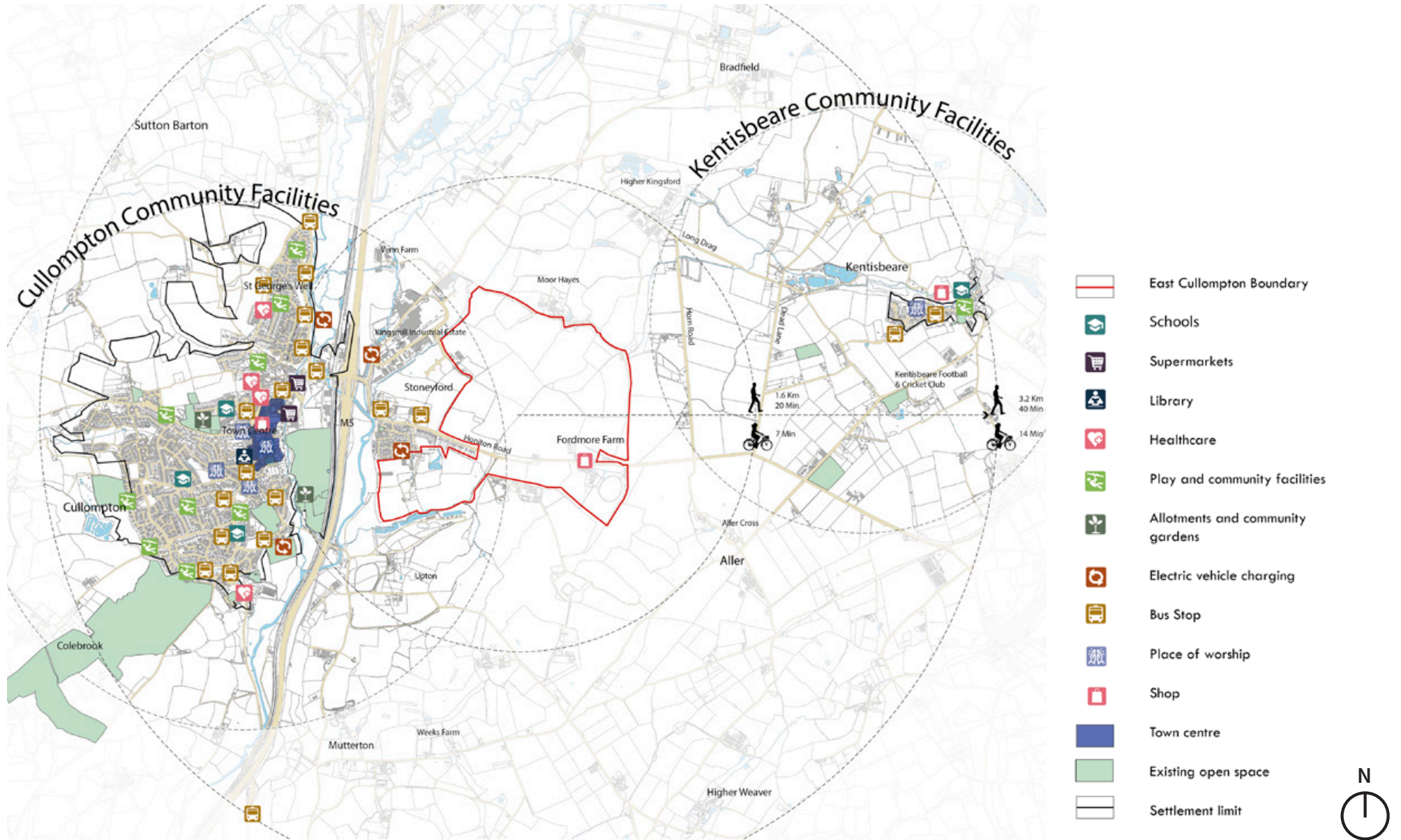
the landscape. This physical and perceptual connection between the town and land to the east is vital to the spirit of both 'places' but has been progressively obscured by the development of the motorway and rail corridor along this side of the valley floor and needs to be re-established.

The rural road network within the valley floor is sparse and follows local topography: straight, more open roads (droves) characterise the flatter valley floor and ridgelines, while winding, enclosed lanes and sunken 'holloways' are typical of the more strongly undulating land further to the east (e.g. around Kentisbeare). Particularly distinctive are the dead straight early 19th century 'new' roads of Dead Lane and Horn Road and the highly rectilinear pattern of fields that lies between them.

Although not heavily wooded, and despite some hedgerow removal, the farmed landscape retains a well-treed character that contributes positively

to its sense of place. Key features include the strong structure of mature hedgerows and trees (particularly mature oaks) that line field boundaries, roads and watercourses right across the area but particularly to the south of Honiton Road, and surviving areas of woodland on elevated slopes (e.g. at Aller Wood and Upton). Orchards were once a frequent feature of this landscape but only a few remnants survive in areas further to the east.





Site Context

## 4.2 Site context

The estimated population of Cullompton in 2020 (ONS) was 11,633, and over the period of the last 20 years the population has increased by 19.5%. Population growth has been far higher than that observed across Mid Devon as a whole. The Local Plan describes how Cullompton will continue to develop as a fast growing market town with a strategic role in the hierarchy of settlements in Mid Devon. The town will become the strategic focus of new development reflecting its accessibility, economic potential and environmental capacity.

The Employment and Skills Strategy commissioned in parallel to this SPD includes a socio-economic description of Mid Devon and Cullompton. The Strategy summarises that it would be expected that the incoming population would see some similar characteristics to the District and Cullompton populations. It would be expected that this would be a working population, with high levels of economic activity and dual-income households. The age profile is likely to be younger than the District as a whole, with younger adults and children, including high proportions of pre-school and school age children. However, the ageing population trend is likely to be exhibited throughout the District in coming years and this would be seen within the

development. This would have implications for the mix of housing and services that should be provided within East Cullompton, as well as the availability of labour that would be expected.

The Strategy also identifies that this community has high levels of working age people and growth in employment, particularly in arts, business administration and transport. While Mid Devon itself is the largest destination of employment for working residents of the District, significant out-commuting locations are Exeter, East Devon and Taunton Deane.

The Local Plan describes how the major growth of the town will provide the opportunity to revitalise the town centre through additional investment and transport improvements. The Local Plan also describes how future employment provision is expected to grow and be centred around the Kingsmill industrial estate and within the adjoining urban extension at East Cullompton.

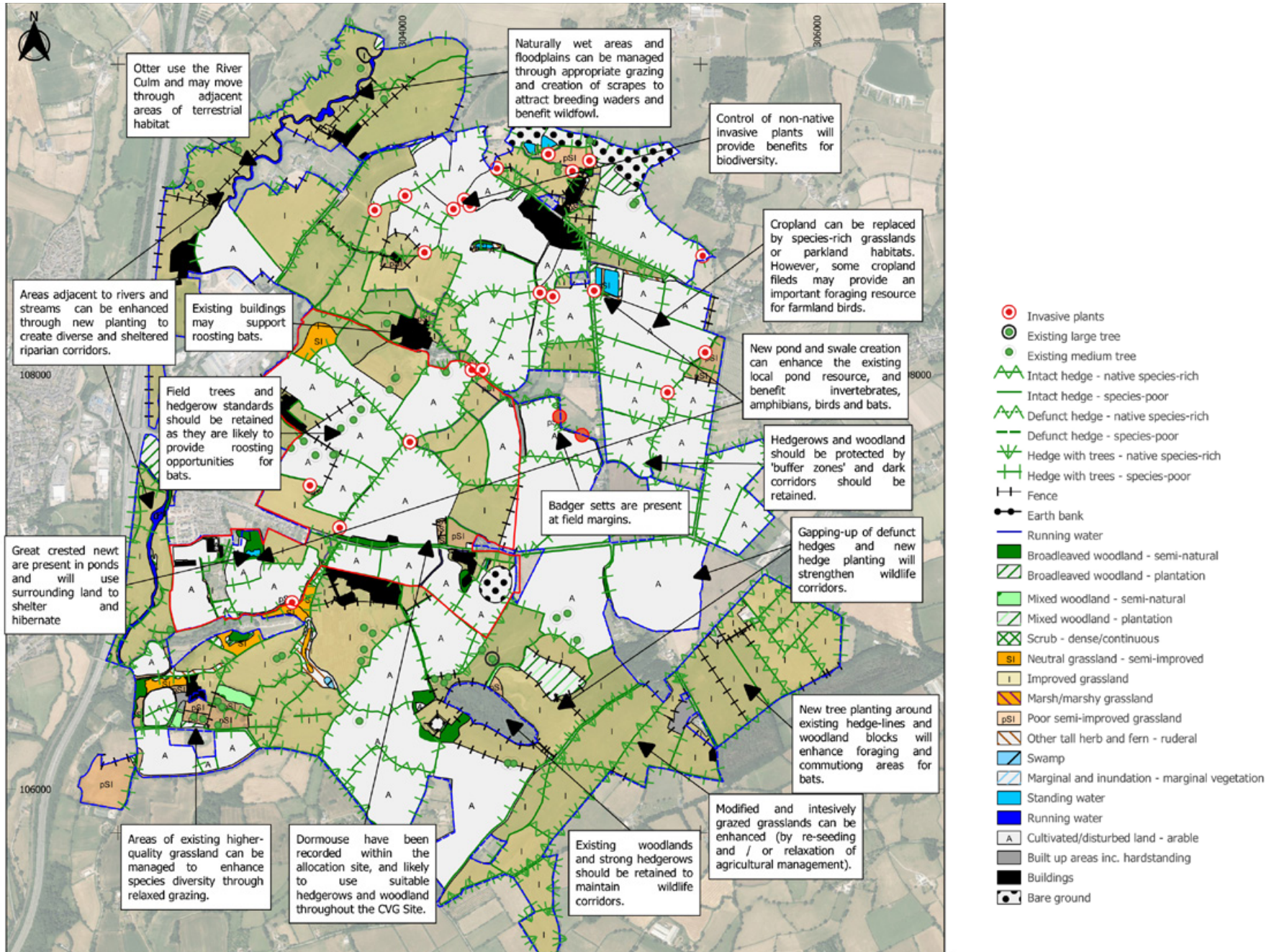
The growth strategy set out in the Local Plan is based on ensuring East Cullompton is planned as an integral part of Cullompton. This is a key objective that is supported through other major influences explored through this SPD. The

concept of the 20 minute place explored in this SPD is applied to Cullompton as a whole. This means that East Cullompton should be planned in a way that supports the wider functions of the town, ensuring that as Cullompton grows it becomes more resilient with a strong local economy to support a growing working age population and to help reduce out-commuting.

This is an important context for the SPD Masterplan and means that attractive, sustainable and active travel connections to the Town Centre, employment areas, proposed station, schools and key open spaces and facilities are essential. It also informs decisions on land use planning at East Cullompton, ensuring that new commercial areas can complement the Town Centre offer and that employment areas are planned in a way that is accessible to all parts of Cullompton.

Surrounding villages such as Kentisbeare and Willand can benefit from the successful expansion of Cullompton too through improved connectivity to jobs and services. However, there has been a clear desire expressed through local consultation that these villages remain clearly separate from Cullompton in terms of identity and village setting.





### 4.3 Ecology

Further ecology work was commissioned by Mid Devon District Council in parallel to the masterplanning work. This work included a desk study to collate existing ecological information for the site, a walkover survey to record the habitats within the site, a summary of opportunities and constraints and an indicative biodiversity net gain assessment using the Defra Metric 3.0. The ecology surveys were also conducted on the surrounding area to understand habitat connectivity, explore potential opportunities for biodiversity net gain and to inform the natural capital opportunity mapping undertaken as part of the preparation of the SPD.

#### Habitats

The land use within the Site is predominantly agricultural, comprising arable land (crops, stubble, fallow, ploughed fields and grass/grass-clover leys), along with heavily improved, rye-grass *Lolium perenne* dominated grassland. There are a few fields of poor semi-improved grassland, but more semi-natural habitat is limited in extent and mostly concentrated at the south-west of the Site, where there are patches of habitat and habitat mosaics of semi-improved neutral grassland, swamp, tall ruderal vegetation and bramble scrub.

There are occasional patches of woodland across the Site comprising broadleaved semi-natural and plantation, mixed semi-natural and plantation woodlands, and a single small patch of conifer woodland. The woodlands include the Section 41 (NERC) habitats of principal importance (HPI) of lowland mixed deciduous woodland and wet woodland. There are occasional scattered mature trees across the Site, nearly all pedunculate oak *Quercus robur* species.

Hedgerows are a strong feature of the Site, with the majority located on an earth bank, and many also having an adjacent ditch. A large number are classified as ‘Hedgerow with trees’, containing tree standards, at varying frequencies, along the length. The hedgerows are mostly managed by flailing to a box-shape, although some have been unmanaged for several years and are now outgrown hedgerows or lines of trees and scrub. Many of the hedgerows and lines of trees contain species in the ground flora that are listed in the Hedgerow Regulations 1997, including bluebell *Hyacinthoides non-scripta*. The majority of the hedgerows are moderately species rich, assessed as containing an average of 3-4 woody species at frequency of occasional or higher; some

hedgerows contain an average of 5 or more species at sufficient frequency and are classified as species rich hedgerows.

Standing and flowing water within the Site comprises several ponds, the majority of which are constructed ornamental or recreation features, and flowing water including the River Culm and several streams and ditches across the Site.

Small areas of habitat within the Site include tall ruderal vegetation, marshy grassland, swamp, and patches of scrub.

Several locations, particularly in the northern half of the Site, contain invasive non-native plant species as listed on Schedule 9 of the Wildlife and Countryside Act, 1981 (amended). The majority of the locations contain populations of Himalayan balsam *Impatiens glandulifera*, however there is one location with a small population of Japanese knotweed *Reynoutria japonica*, and one location with a rhododendron bush *Rhododendron ponticum*.

There are opportunities to enhance habitats within the Allocation Area and wider Site through change of use and relaxation of current land management.

### **Species**

The Site supports several protected and notable species, and consideration of these and the habitats that support them will be required. The key considerations are set out below.

#### Bats

The Allocation Area contains several buildings, in addition to scattered mature trees and hedgerow standards. It should be assumed that bats roost within existing buildings and trees within the Allocation Area and that appropriate mitigation and compensation for their loss will need to be built into proposals. New tree planting to provide enhanced foraging opportunities, and integration of bat roost boxes in new builds should be considered to enhance the Site for bats.

Bats also use hedgerows and woodland for commuting, and these 'corridors' should be kept dark. Final proposals should include considerate lighting plans to retain dark corridors for bats. Hedgerow removal should be minimised and

will need to be compensated for through new planting to retain connectivity and satisfy the requirements of biodiversity net gain.

#### Badger

Badger setts have been recorded within the Allocation Area. Therefore, 'wildlife corridors' alongside hedgerows and woodland should be retained to allow continued dispersal of badger and other mammals, such as hedgehog and brown hare. Providing buffers from existing field boundaries will also reduce the risk of damaging or destroying an active sett.

#### Dormouse

Dormouse has been recorded within the Allocation Area, and the network of hedges and woodland throughout the Site provide suitable habitat for this species. Loss of hedgerows and woodland should be avoided as far as possible, with suitable buffers provided from built development to reduce possible disturbance effects. Supplementary planting within existing hedgerows, relaxing hedgerow management, new hedgerow planting, and softening woodland edges with new tree and scrub planting will benefit this species.

#### Great Crested Newt

The Allocation Area is within a great crested newt consultation zone. These consultation zones were created in order to help Local Planning Authorities, developers, and consultants identify where planning applications may need to consider the potential impacts of a development on great crested newt populations. Great crested newt have been recorded in a pond within the Allocation Area. Proposals should demonstrate that the availability of suitable terrestrial habitat for great crested newt will not be significantly reduced, and will not adversely affect the local population. This will necessarily require retention of the ponds and surrounding vegetation, as well as wider woody habitats and dispersal corridors. Creation of additional ponds and hibernacula with access to a retained hedge network should be part of the design.

### **Designated Sites**

There are no statutory designated sites within 2 km of the Allocation Area. There are thirteen non-statutory designated sites within 500 m of the CGV Site. Of these sites, one is within the Allocation Area (East Culm House UWS), and five are within the CGV Site (Willand – Aller Wood CWS, Aller Wood (West) UWS, Weeks



Farm Orchard CWS, Knights Wood CWS / PAWS, Cullompton Marsh UWS, and Sherwoods UWS). Policy DM28 of the Mid Devon Local Plan states that: “development proposals adversely affecting a County Wildlife Site [or other non-statutory site] will be considered on a case-by-case basis, according to the amount of information available about the site and its significance, relative to the type, scale and benefits of the development being proposed.” and “Planning permission will be granted only when:

- The benefit of and need for the development clearly outweigh the direct and indirect impact to the protected site and the ecosystem services it provides;
- The development could not be located in an alternative, less harmful location; and
- Appropriate mitigation measures have been put in place. Where mitigation measures are not possible compensatory measures in some cases may be considered appropriate.”

Designation*	Site Name	Location (OSGR)	Area (ha)	Description
CWS	Knight's Wood	ST023055	4.7	Ancient semi-natural woodland partly replanted with conifers
CWS	Aller Wood	ST045064	9.9	Plantation on ancient woodland site, wet in areas
CWS	Weekes Farm Orchard	ST032053	1	Traditional ridge and furrow orchard stocked with traditional varieties including cider apple, pear, plum and cherry. Approximately 30 mature trees.
OSWI	Pevestone Embankment	ST022052	5.3	Unimproved neutral grassland with scrub and areas of conifers
OSWI	Maddock's Farm	ST052066	1.9	Mixed plantation with a pond
UWS	Aller Wood (West)	ST041064	1.3	Broadleaved woodland
UWS	East Culm House	ST032071	0.9	Pond with amphibian interest
UWS	Willand - Cullompton Marsh	ST027096	261.7	Possible floodplain grazing marsh
UWS	Sherwoods (E)	ST036053	2.3	Orchard
UWS	Cullompton - Hele Marsh	ST016045	161.1	Possible floodplain grazing marsh
PAWS	KNIGHTS WOOD	ST023054	3.8	Ancient & Semi-Natural Woodland
		ST044063	6.1	Ancient Replanted Woodland
		ST047065	3.8	Ancient Replanted Woodland

\*CWS: County Wildlife Site; OSWI: Other Sites of Wildlife Interest; UWS: Unconfirmed Wildlife Sites; PAWS: Possible Ancient Woodland Sites.



## 4.4 Natural Capital

### Introduction

Our environment is our life support system sustaining and providing our food, fuel, building materials, fresh air, clean water, and carbon storage. Climate change, significant declines in biodiversity, and population growth are all putting pressure on our environment. This section sets out the Natural Capital Assessment undertaken to inform the Masterplan. It explores where the environment is working well, where is the best place to site new development and how we can intervene to deliver multiple benefits or minimise risk of things such as erosion or flooding through nature based solutions.

The mapping is based on key natural aspects of the land i.e. the habitats, the soil and geology, the land form and hydrology. The mapping covers a wider area than just the East Cullompton allocation boundary to explore landscape and biodiversity net gain opportunities in the surrounding area potentially associated with the Country Park or Garden Village area. The findings and recommendations of the Assessment are incorporated in the East Cullompton Masterplan Framework.

### Carbon Storage

Considering ecosystem goods and services, and the natural capital they provide, allows us to understand how the land is currently storing carbon and supporting carbon sequestration. These considerations play a significant role in helping us to reach carbon targets towards net zero. The data modelled here allows us to create a carbon budget showing how much each area of land in the Masterplan area is storing carbon, in tons per hectare. From this, we can understand what needs to be re-created, or restored, in order to reach that net zero target and help offsite carbon elsewhere.

The Carbon Storage Plan illustrates the current estimated Carbon storage, in tonnes per hectare. The areas of woodland are the best at storing carbon, and that the hedgerows are also prominent.

Currently, the total carbon stored on the site is estimated to be:

Allocation area	2,430 tonnes
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Wider Garden Village	13,870 tonnes
Total Carbon stored	16,300 tonnes

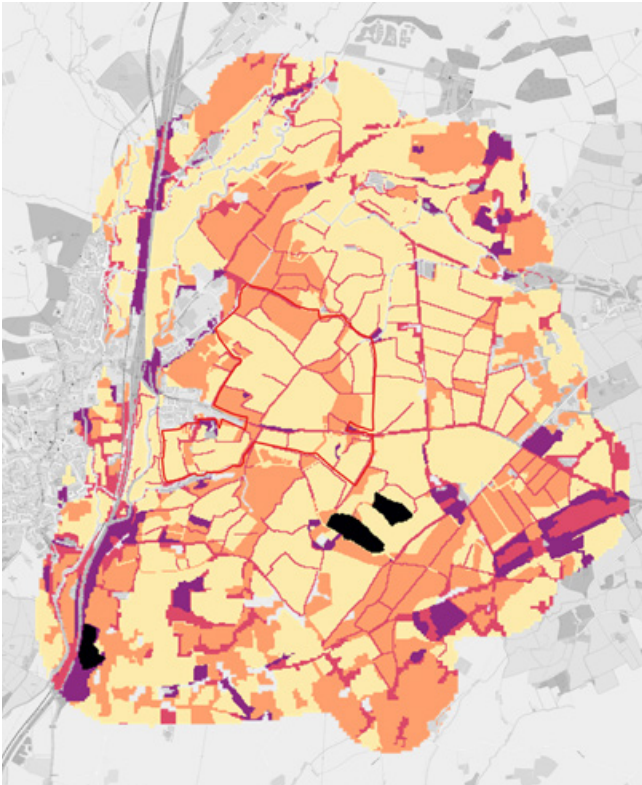
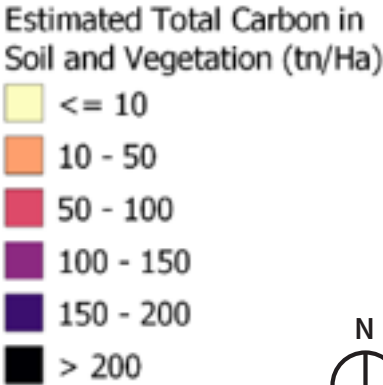
The existing habitats that have a high carbon storage potential (e.g., woodlands and hedgerows) should be kept in place and opportunities for restoring and converting relatively low carbon storage habitats into better opportunities should be explored.

For example, hedges that have been in place for centuries have very high carbon stores below ground. Minimising disruption around hedgerows and storing any removed soil as carefully as possible, will be important in maintaining carbon neutrality with existing habitats.

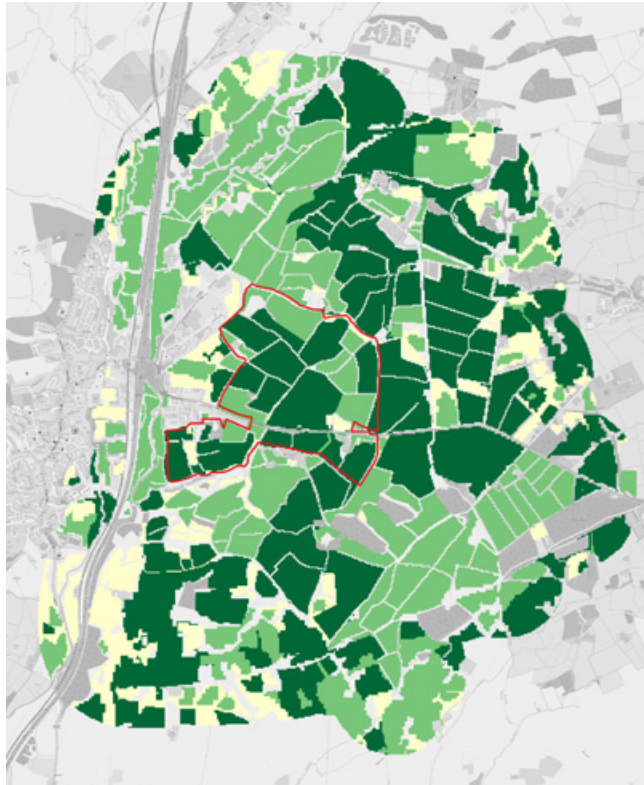
Currently, large areas of the site are arable, which, during harvests, removes a lot of the vegetation carbon, and releases the soil carbon. Establishing new areas of broadleaf woodland, wetland, and grassland habitats, preferably with native species, will help increase the carbon sequestration of the

area, and keep it locked up in the soil as well.

The Carbon Storage Opportunities plan illustrates the potential opportunity for increasing Carbon storage, from low (yellow-green) to high (dark green).



Estimated Carbon Storage Plan



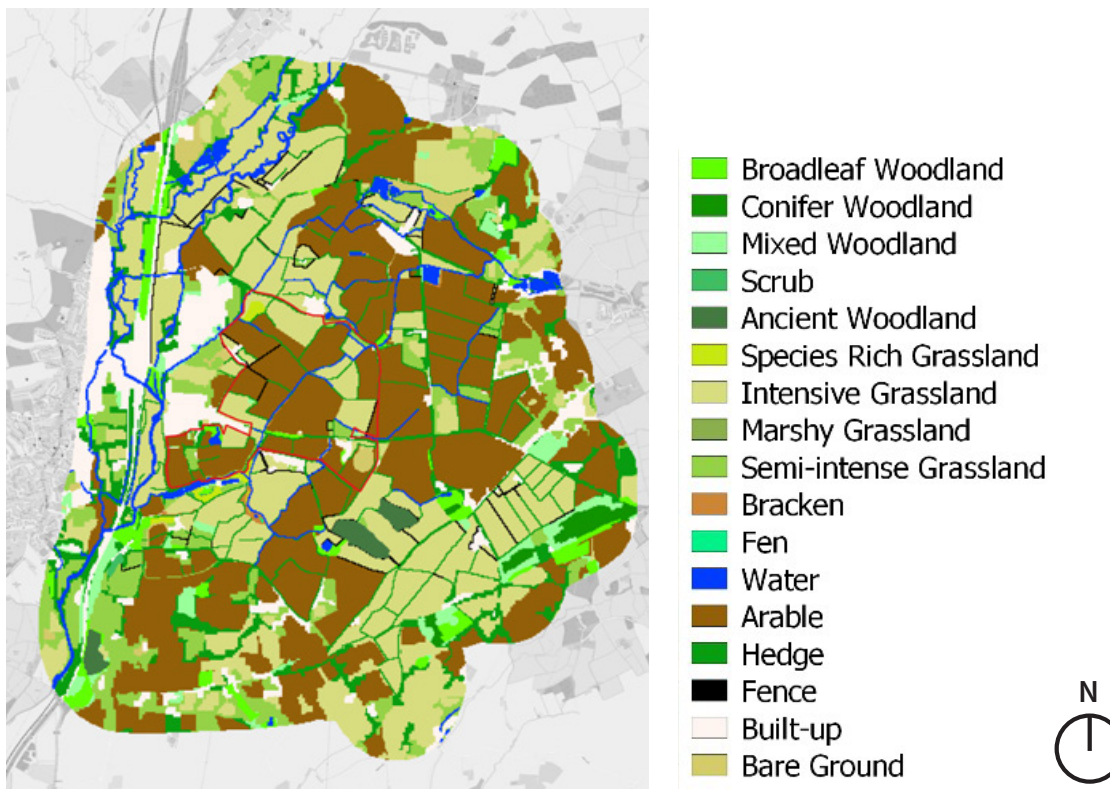
Carbon Storage Opportunities Plan

### Natural Habitats and their Importance

Natural habitats are key for biodiversity as they tend to have a fully functioning ecosystem. These are made up of multiple parts, and provide the area with a strong resilience against climate change, as well as supporting a wide range of species; even those generally less common.

The bigger the block of habitat the more robust it is to change, as it has a greater amount of genetic material to share. For example, a small woodland might contain only one nest of dormice, but a larger woodland block might contain a few. The spatial relationship between these blocks of habitats is also important.

The nearer the blocks of habitats are together, the more chance they have of sharing the genetic material. Following on from earlier, even if a



Habitat Class Plan

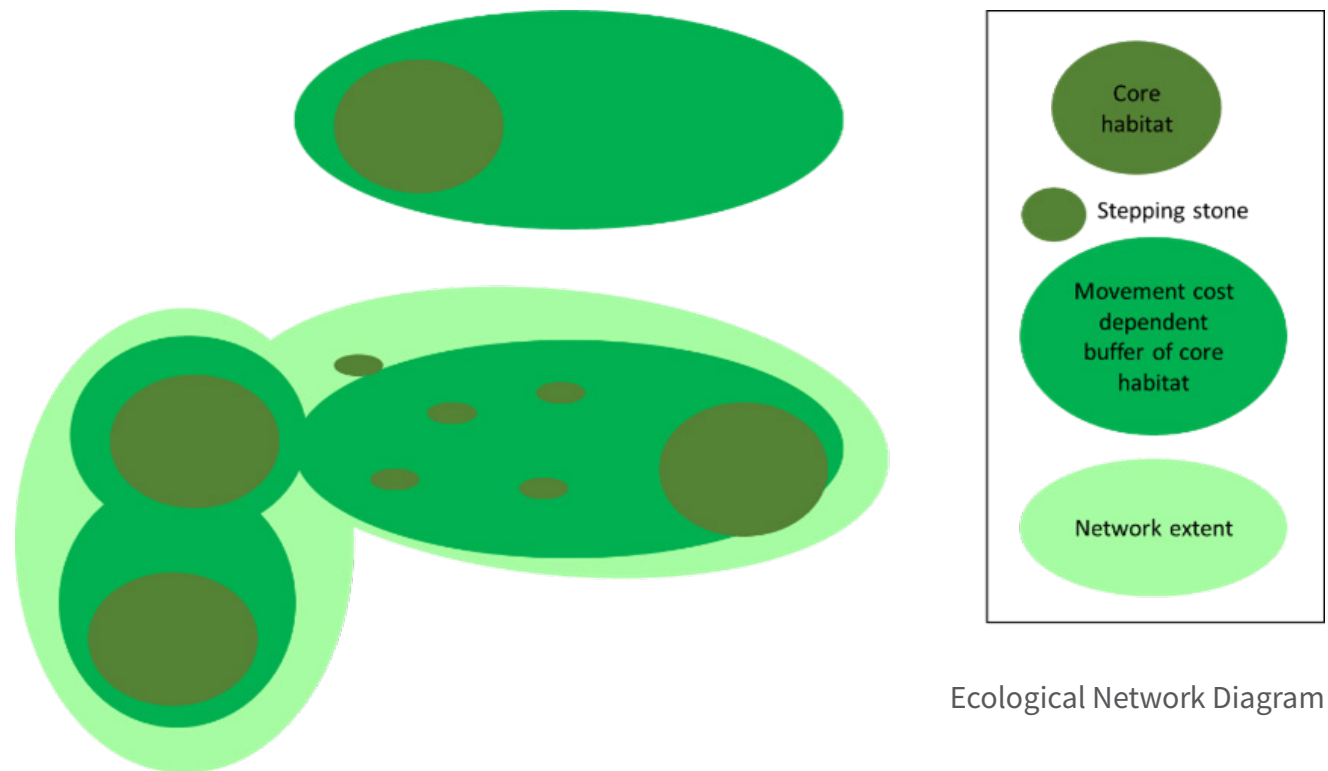


small woodland only has one nest of dormice, but is close to another small woodland with only one nest, there is a chance that the two can share their genetic material; particularly if the woodlands are connected by a hedgerow. Where habitats are close enough to share these resources is called an ecological network.

The Ecological Network Diagram diagram illustrates this concept. The dark green is the main habitat area, such as a woodland. These can be large (often called a core habitat), or small (termed a 'stepping-stone'). The lighter green areas illustrate the ecological network that facilitates the movement between the core and stepping stone habitats.

The Habitat Class Plan shows the habitats within the site, and the way they relate to those on the

outside of the site. Some particularly important features for biodiversity are the ancient blocks of woodland, the more species rich grasslands and marshy grasslands, and the hedges and the trees.



Ecological Network Diagram

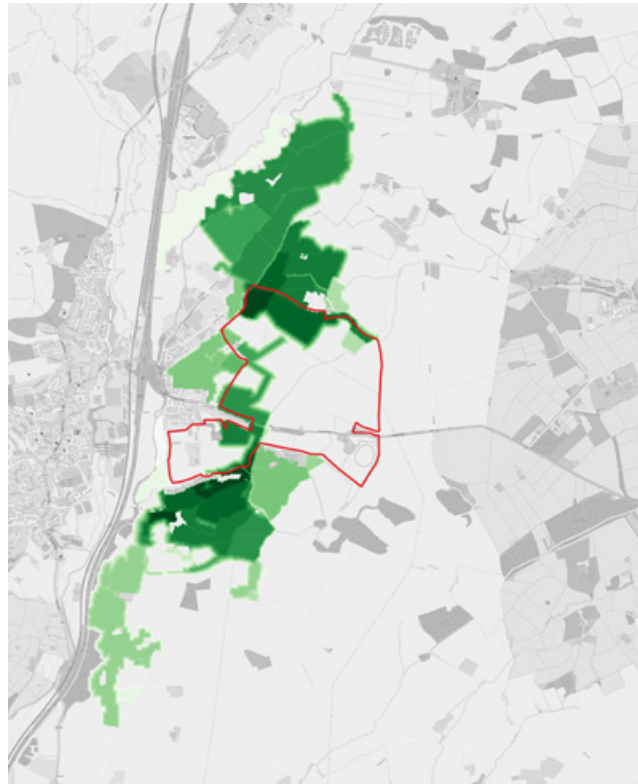
### Habitat Networks

The following diagrams show how the existing habitats can support biodiversity when retained, and also where establishing new habitats on site will significantly enhance the biodiversity. Using this information allows the creation of a mixed landscape with the habitats which would work best in each space, and support cultural needs.

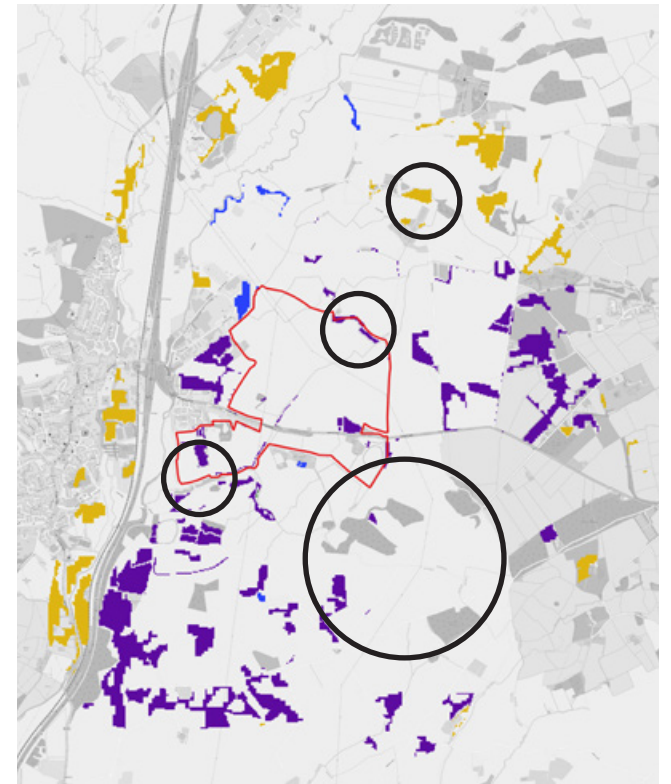
#### Grassland Features

The Grassland Habitats Plan shows the current ecological network of the grassland habitats, these areas have the best grassland connectivity. It is recommended that as much of the existing grassland network be left intact as possible and connectivity improved.

The Grassland Opportunity plan shows the most opportune locations for expanding the ecological network of the grassland habitats. Enhancing these areas with additional planting of native grassland species within the existing high connectivity areas, will assist biodiversity and maximise carbon capture.



Grassland Habitats

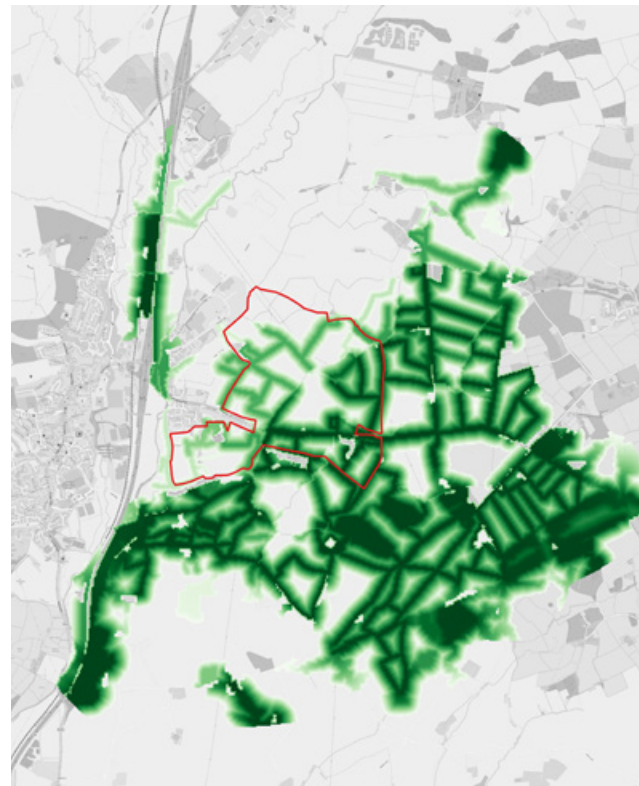


Grassland Opportunities

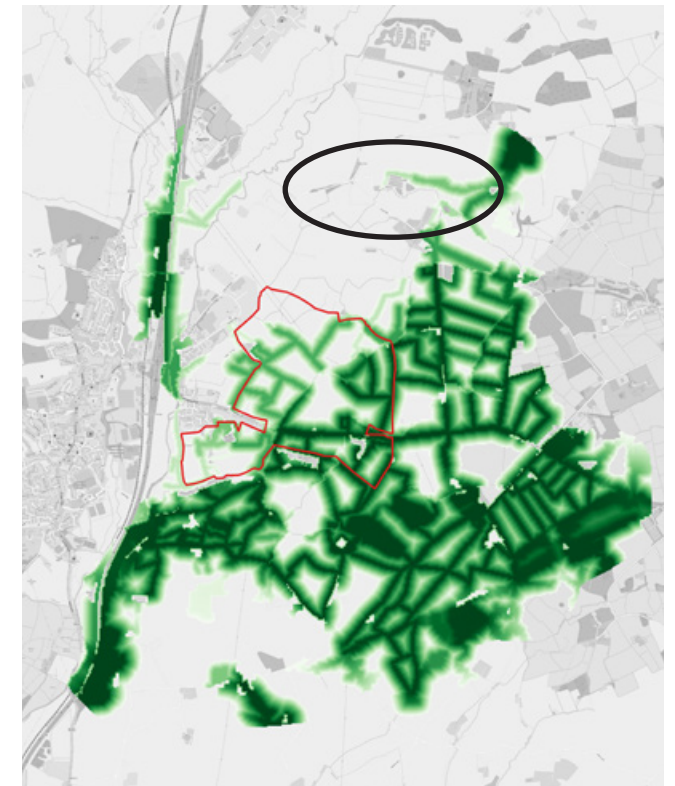
### Woodland Features

The Woodland Habitat Plan shows the current ecological network of the woodland habitats, the areas to the south east have the best woodland connectivity. There is an extensive hedgerow network that connects large stands of woodland across the area. It is recommended that as much of the existing woodland network be left intact as possible.

The Woodland Opportunities plan shows the area that, if established with native woodland species, would provide the greatest impact for the woodland network in the area; making it bigger, better, and more joined up. Woodland features here would link the woodlands around Kingsmill to those around Bradfield. There is a synergy here with grassland and wetland networks, so woodland pasture, or marshy grassland would be beneficial.



Woodland Habitats



Woodland Opportunities



### Wetland Features

The Wetland Habitat plan shows the current ecological network of the wetland habitats, the areas that have the best wetland connectivity are highlighted with circles. There is an extensive river network that connects a number of large water bodies and ponds throughout the site.

The Wetland Opportunity plan shows the most opportune locations for expanding the ecological network of the wetland habitats.

Generally speaking, the vast majority of the area is an opportunity for new wetland features. Establishment / enhancement of wetland features in the northern region would help make the existing network bigger, better, and more joined up, whilst in the south would help in establishing new corridors.

The area marked A is especially good for establishing wetland adjacent to existing wetland habitats, as part of a potential Country Park. There is a synergy here with a potential for woodland creation, and also grassland creation as well. This means that wet woodland or wet grassland features would benefit these networks as well.

The wider area to the north east of Venn Farm is currently located in a region that is great for

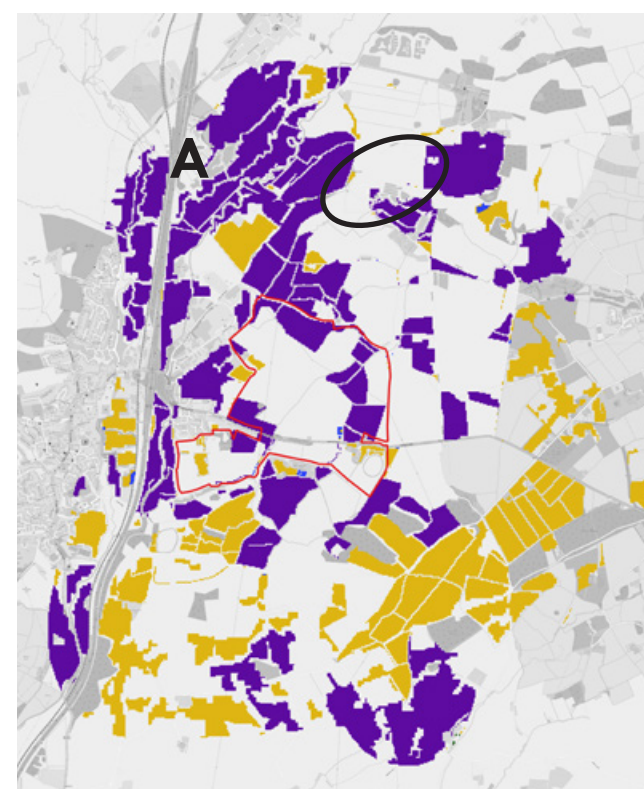
establishing wetland features, which are also outside of the current network. Wetland features here would mean the network would be larger and more intact.

The Wetland Opportunities plan highlights an area north of Moorhayes that, if established with native wetland species, would provide the greatest impact for the wetland network in the

area; making it bigger, better, and more joined up. If this area includes wetland features they would link the wetlands around Kingsmill to those around Higher Kingsford. There is a synergy here also with a potential for woodland creation, and also grassland creation as well. This means that wet woodland or wet grassland features would benefit these networks as well.



Wetland Habitats

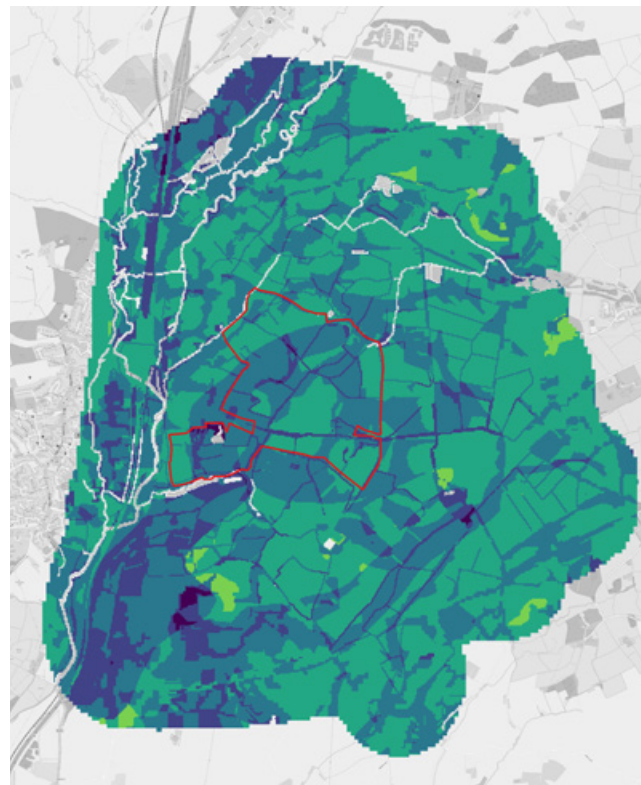
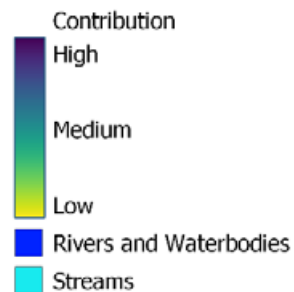


Wetland Opportunities

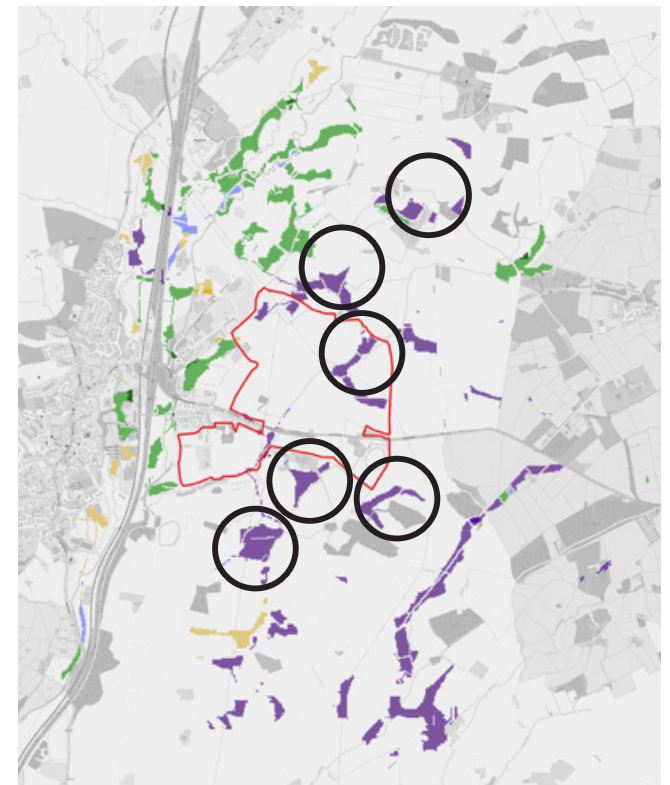
### Natural Flood Management

The Natural Flood Management Plan shows the combinations of soil and vegetation that provide a high degree of water infiltration and storage in the soil. The more water that infiltrates the soil, the slower the flood peaks are in reaching the river, helping to mitigate flooding events. Areas with a higher contribution could be factored into future plans for the site.

The establishment of a wetland would allow for storage of water and lengthening time for water to reach the watercourses, helping reduce the height of the flooding. The best way to help slow water down and prevent flooding is to plant native species of deciduous trees. The Natural Flood Management Opportunities plan shows the areas where tree planting will benefit natural flood management and biodiversity of the area.



Natural Flood Management Plan



Natural Flood Management Opportunities

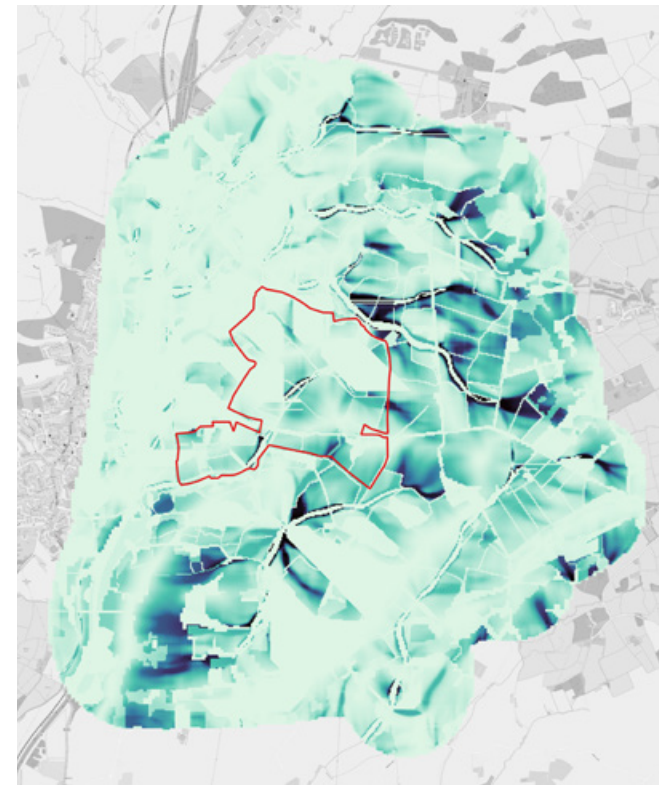
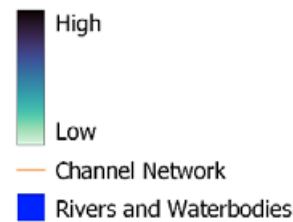
### Water Quality

Water quality in the rural environment depends on the land use and pollutants, such as fertilisers and herbicides, blown or running off fields after rain. Another influence is soil particles from nearby fields washing into the streams — these particles tend to carry phosphorus directly into streams.

The Erosion Risk Plan shows the current erosion potential of the area. This is a useful resource to consider when planning soil management, in order to identify areas which should be permanently vegetated to prevent further erosion and help prevent pollution.

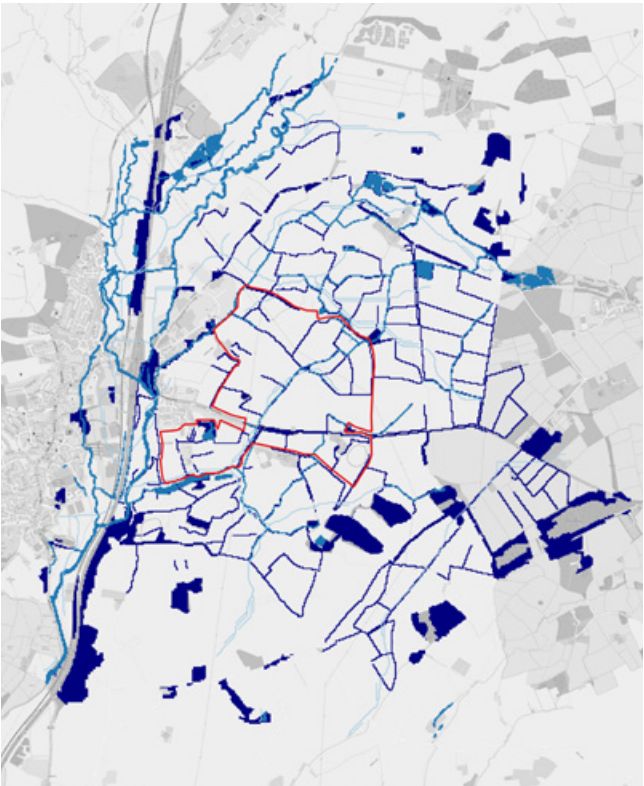
The Water Quality Contributions Plan shows the current features that help prevent water pollution by breaking the flow pathways to the river (in pink). These are predominantly made up of woodland and hedgerow features. Keeping as many of these features intact as possible would help mitigate pollution after development.

The Water Quality Opportunities Plan shows the most opportune locations marked 'A' for improving the water quality across the area.



Erosion Risk Plan



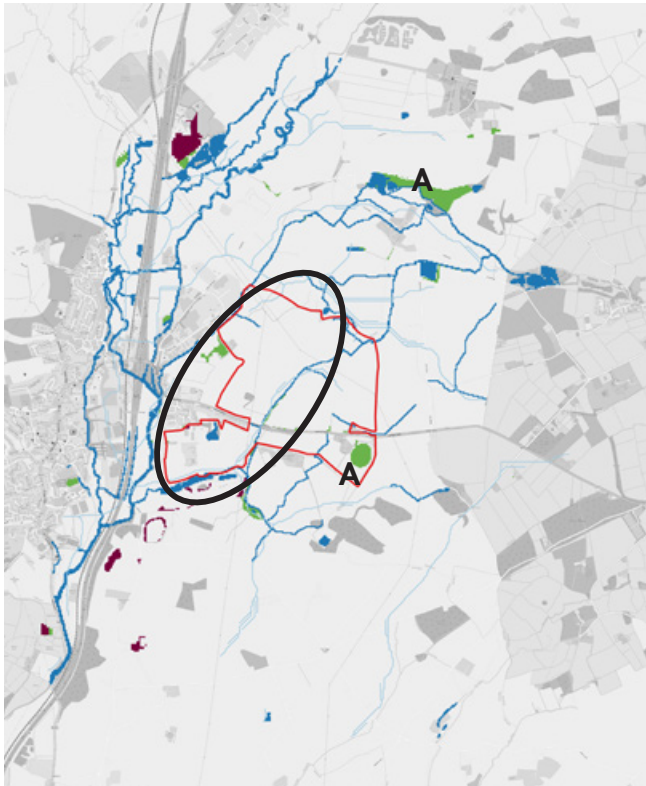


Water Quality Contribution Plan

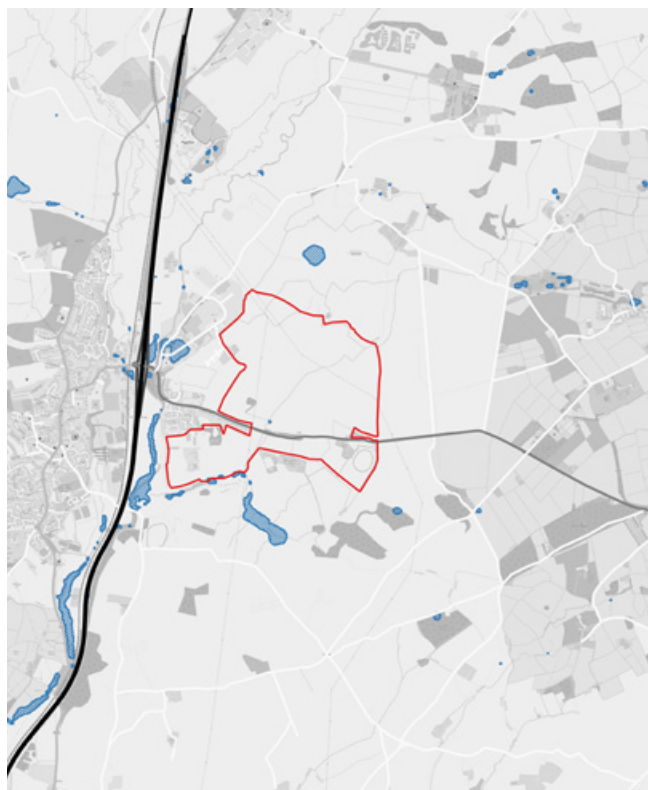
Enhancing these areas with additional planting of native species of hedgerow and woodland would help break the connections between the land and the water courses.

The area to the south marked with a circle is also a potential opportunity due to the optimal soil conditions, and would be a good place to establish open spaces with native habitats and sustainable drainage systems.

Contribution  
High



Water Quality Opportunities



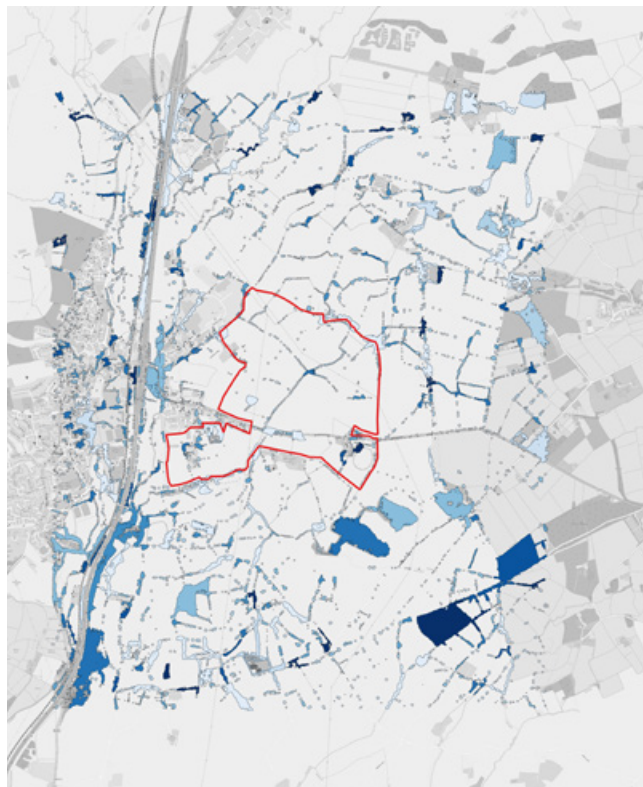
Air Quality Risks Plan

### Air Quality

Most of the built area of Cullompton is declared as an air quality management area. The Council will continue to set out actions to improve air quality. Natural capital mapping can help by looking for risks and opportunities associated with topography and vegetation to managing air quality. In developing and siting roads, it is useful to consider where air could pool, as these may develop pollution levels higher than normal. The Air Quality Risks Plan shows these areas in blue; these should be avoided for larger transport routes during development.

Air quality is the largest environmental health risk in the UK. It shortens lives and contributes to chronic illness. Increased traffic is likely to increase vehicular emissions, which may impact on Air Quality. Although air quality assessments have been carried out, they will need to be monitored at regular intervals through the construction phases and afterwards.

 Higher Risk Area



Urban Cooling Plan

### Cooling

Large trees cool the air beneath them and the surrounding areas, with the larger the canopy providing a better cooling effect. Where works are planned to remove these trees, the top soil from underneath should be used as a separate resource for planting and establishing grassland or woodland features. This is because they are likely to have a well-developed seed bank of native species, which will be able to form a ground flora quickly and help establish their respective ecosystem services in as short a time as possible.

They can also be considered a carbon resource. Therefore, treating the trees and hedges, and the surrounding metre of soil, as a separate resource with its own management plan is a great way of minimising loss, and maximising their restoration potential.

The Urban Cooling Plan shows the trees with large canopies which, if incorporated into the Masterplan, could provide some urban cooling, as well as retaining biodiversity and carbon storage.





Flood Map for Planning Flood Zone 2 with SFRA Q1000 model results

## 4.5 Flooding

There are several drainage channels that flow through the site. The River Ken is the main watercourse and classified as an Ordinary Watercourse. The River Ken flows from east to west to the north of the allocation area, before flowing southwest where it has its confluence with the River Culm (a Main River) at Honiton Road, A373. There are a number of bifurcations of this watercourse. The first is in the area around the Goodiford Mill area, with the secondary channel flowing down towards Long Drag, where it splits again. One drain flowing south, with the other running alongside Long Drag before flowing southwest. After Horn Road, part of this drainage channel flows west and re-joins the main River Ken, with the remaining drainage channel continuing southwest and joining the River Culm by Old Hill.

The flood risk from the River Ken and the associated drainage ditches is presented by the Environment Agency via the Flood Map for Planning. This shows that the River Ken has a wide floodplain, with areas where the watercourse has become perched, i.e. the

watercourse is not in line with the natural valley bottom. There is then much narrower floodplain associated with the drainage channels.

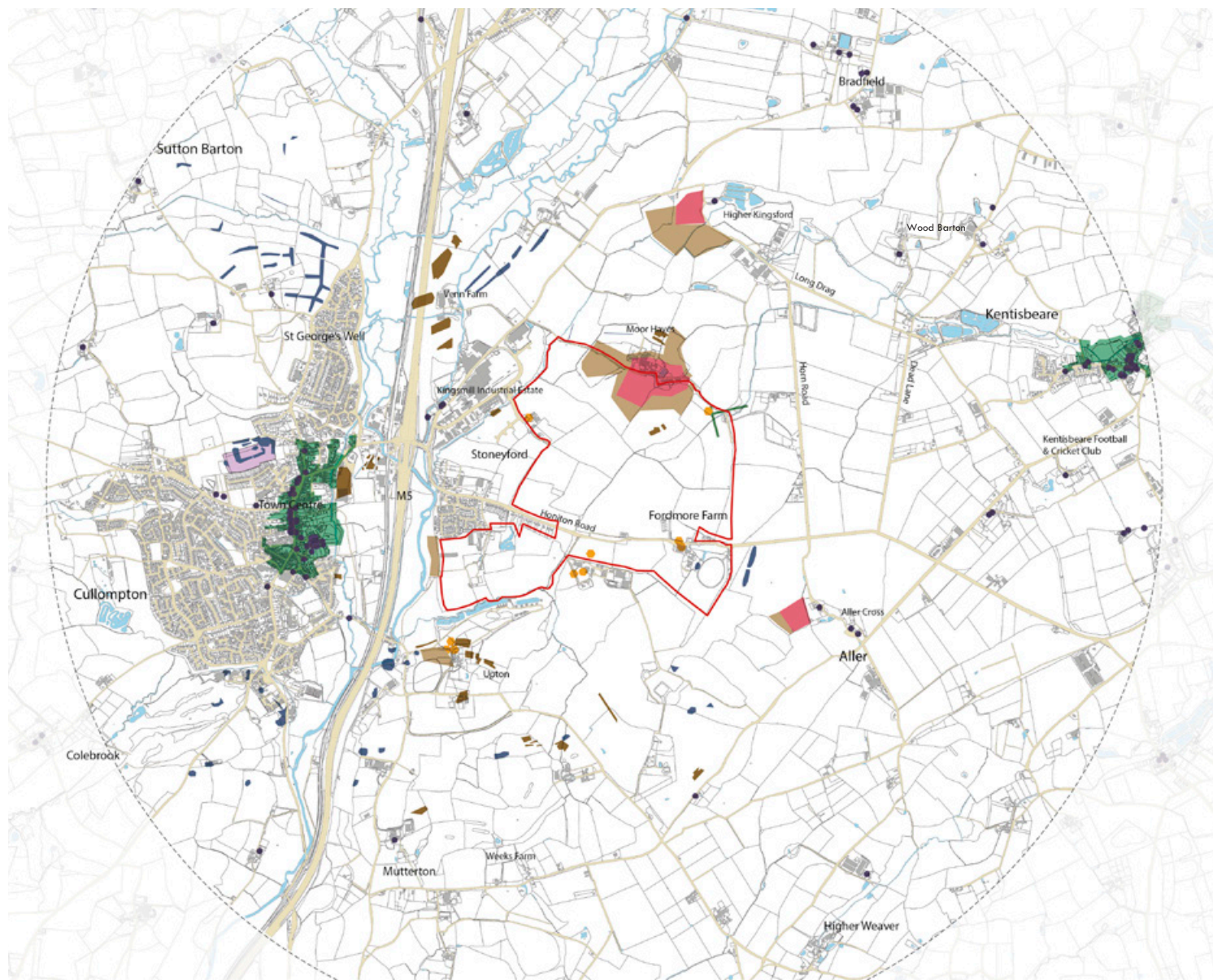
Further, more detailed flood modelling has been undertaken to better understand flood risk in the area. The more detailed flood modelling has been undertaken for 1 in 5, 30, 50, 100 and 1,000 year period events, along with climate change testing for the 1 in 100 year event. This helps to show the flood risk from more frequent events, up to extreme events. The preliminary results from the modelling work generally agree with the Flood Map for Planning, however with the level of flooding reduced, particularly in the wider floodplain areas of the main River Ken channel. This suggests that the current Flood Map for Planning may be overestimating the flood risk slightly through this area, particularly on the edges of the floodplain.

For the drainage channels through the allocation area and wider Garden Village opportunity area the flood zones and the model results are in close agreement. There are some locations where the

modelling is showing some additional / wider areas of flooding, however this can be managed as part of the development via formalising and improving the drainage ditches through the area.

The more detailed flood modelling was also utilised to test a number of interventions to try and help reduce the downstream flood risk. Generally, the options had minimal impact on the wider flood risk. This work is ongoing and will be discussed further as part of the Strategic Flood Risk Assessment, to ensure that opportunities for flood risk improvements are considered further.





-  East Cullompton Boundary
-  Scheduled monument
-  Listed building
-  Conservation area
-  Historic trackway
-  Ditches
-  Banks
-  Non designated historic building
-  Indicative setting of historic assets



Heritage features



## 4.6 Heritage

There are no listed buildings within the East Cullompton allocation boundary but there are two Grade II farmhouses with five associated curtilage listed buildings situated immediately to the north, namely:

- Upper Moorhayes Farmhouse including front garden wall;
- Lower Moorhayes.

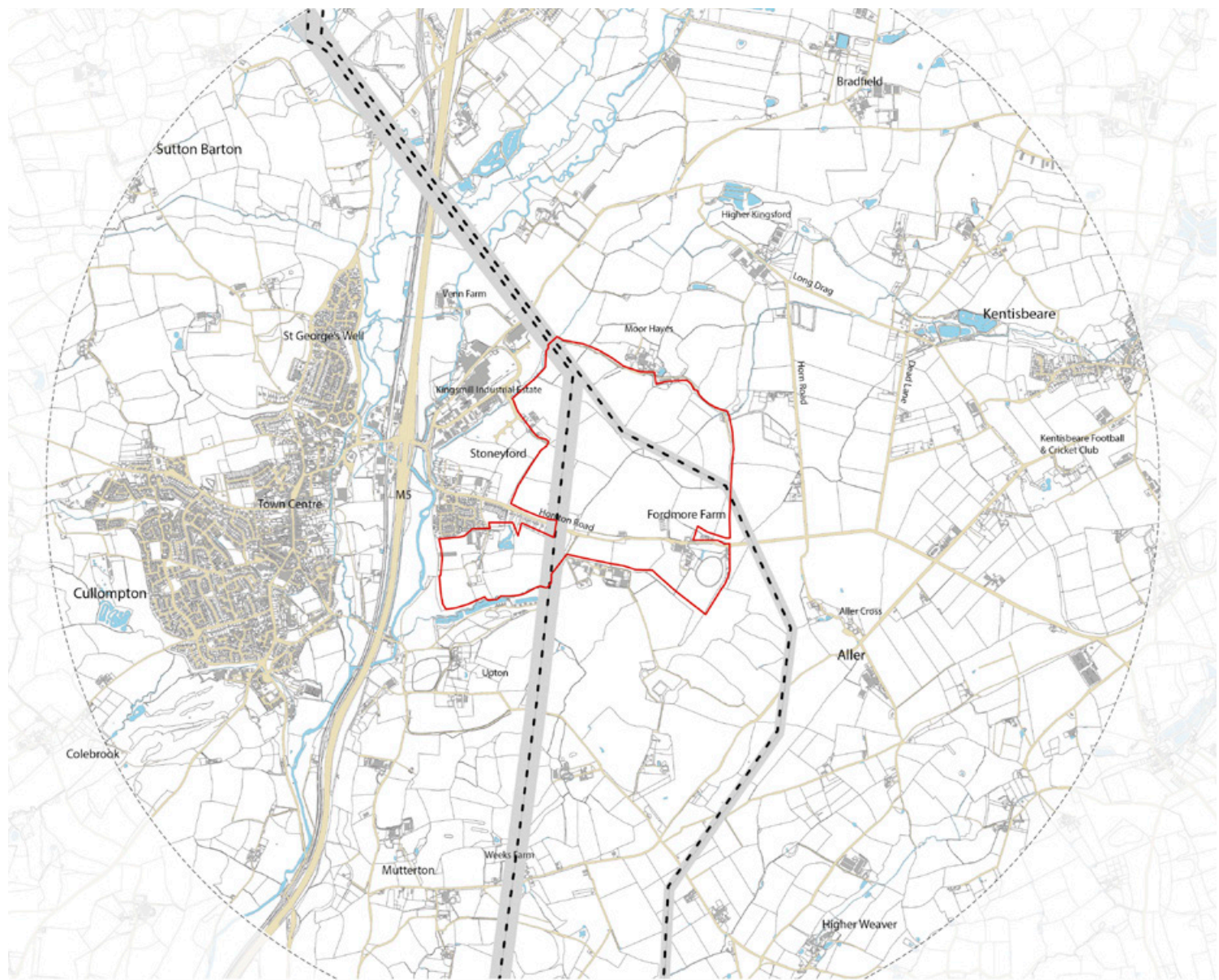
An indication of where development should be planned to protect the setting of these farmhouses is shown on the heritage plan. Where development does take place in the vicinity, particular attention and care will need to be taken to its layout, detailing and materials.





There are other historic buildings and features, some of which are non-designated heritage assets at Newlands Farm, Week Farm and East Culme House within the site together with a lincay and historic trackway in the north-east and a short stretch near Week Farm. Buildings associated with Bathill and Aller Barton lie due south of the site. Further afield there are a number of listed buildings at Maddocks Farm, Woodbarton Farm and Bradfield.

The site is located within a wider landscape containing evidence of prehistoric and Roman period activity. To the east there is evidence of Roman iron working as well as place names such as ‘Orway’ and Stoneyford’ that could indicate the presence of a Roman road between the settlement at Cullompton and the iron ore extraction industry operating up on the Blackdown Hills. As such, there is the potential for this landscape to contain evidence of prehistoric and Roman activity in the form of buried archaeological and artefactual deposits.

The current field system and farm landscape dates to the later medieval and post medieval periods. There are likely to be below ground remains of early to post medieval activity associated with farmsteads with and adjoining the site. There is an opportunity within the site area for the enhancement of historic built and landscape features such as ditches, orchards and water meadows as well as the opportunity to incorporate existing water features and leat as important placemaking aspects of the Masterplan. This will be informed through further archaeological investigation.

All plans in this SPD will be subject to further archaeological investigation by developers prior to layouts being fixed and planning applications being submitted.



-  East Cullompton Boundary
-  Powerline
-  Existing powerline (440Kv) with 120m easement corridor (60m either side)
-  Existing powerline (132Kv) with 60m easement corridor (30m each side)



Utilities corridors

## 4.7 Utilities

Preliminary infrastructure work has identified the existing utilities within the site. 440kV National Grid (NG) power lines and 132kV Western Power Distribution (WPD) power lines enter the site in the north-west and run in parallel for a short distance, before bisecting the area on different alignments.

The National Grid (440kV) power lines are a fixed constraint and have been factored into the masterplanning process. Not only will the easement need respecting, but a residential amenity buffer will need to be established.

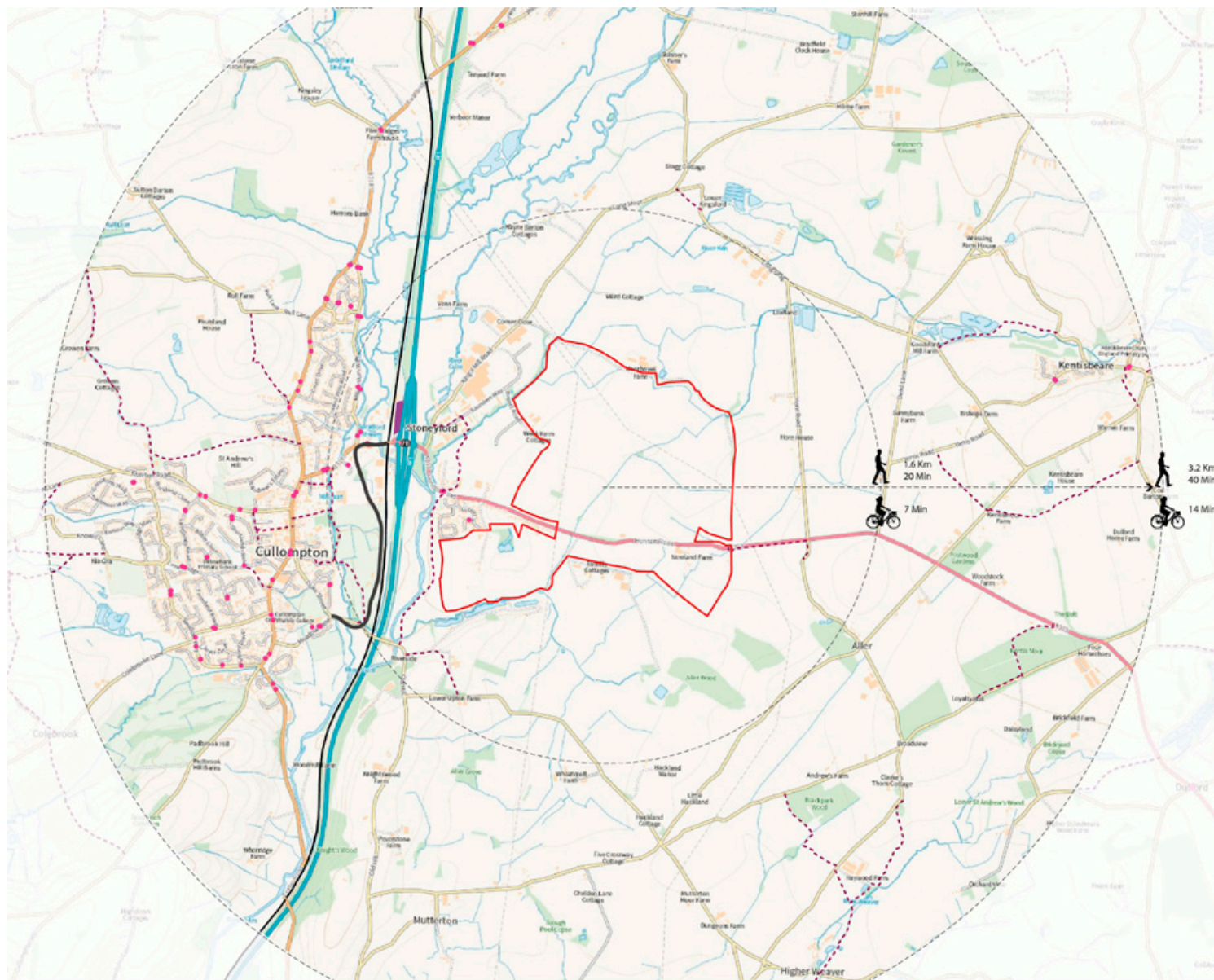
There is no set formal guidance on the size of easements but a figure of 60m from any dwelling to the centre line of the 440kV transmission lines (i.e. a 120m corridor) is an approach that has been used in planning policy for development to the east of Didcot in South Oxfordshire. Non-residential uses may need to be considered closest to the transmission lines.

At a detailed level, The National Grid has produced design guidance, in respect of how to Masterplan around transmission lines and treat the space beneath them.

There are options available to reduce the effect of the Western Power Distribution (132kV) power lines. The land over which the lines pass within the site benefits from 'lift and shift' clause over the route easement. This enables the landowner (at their cost) to alter the path of the power lines if an alternative route is available. Land north of the allocation is also in the ownership of the landowner over which the WPD cables currently pass.

In respect of foul drainage, South West Water has indicated that directing foul flows north to Willand Sewage Treatment Works (approximately 3km away) via a new pumping station and rising main would be its preferred option.





-  East Cullompton Boundary
-  Motorway
-  A Road
-  B Road
-  Public right of way
-  Bus Stops
-  Railway Line
-  Planned rail station
-  Town centre relief road



Mobility context



## 4.8 Access and Mobility

One of the core principles embedded in the Masterplan SPD is the idea of the 20 minute place. The purpose of this principle is to encourage local living and self containment within the town for as many day to day needs as possible, reducing the need to travel further afield and creating more vibrant places and stronger local economies. It is therefore expected that East Cullompton and the existing town will be planned as one place, ensuring that all residents benefit from existing and proposed community facilities, shops and employment areas.

The objective of providing these services within 20 minutes of home is to reduce the reliance on the private car and encourage more active means of travel such as walking and cycling. There are currently no public rights of way across the site, there is a footpath to the west of the site along the floor of the shallow Culm Valley, between the M5 and the site boundary which connects to the two existing crossings of the M5. However, the M5 corridor places a significant barrier to active travel currently and it is important that the Masterplan for development to the east of the M5 incorporates attractive, direct active travel routes and improved crossings leading to key destinations including the Town Centre, schools, open spaces and employment areas on both sides of the M5.

It is recognised that although the site is located nearby to a wide range of facilities, and that the allocation includes provision of new employment areas, shops and community facilities, there will be some that still require day-to-day access outside of a reasonable walking distance. Stonyford is currently served by the 350 Cullompton Town Service and 694 Honiton, Cullompton, Feniton Circular buses, but the services are infrequent. The Exeter, Cullompton, Tiverton Service can be accessed from within Cullompton with an hourly service and journey times of approximately 50 mins to Exeter and 34 mins to Tiverton. Key destinations within the Masterplan will therefore need to be served by improved public transport, and emerging shared use modes of transport such as e-mobility, demand responsive transport and other future mobilities.

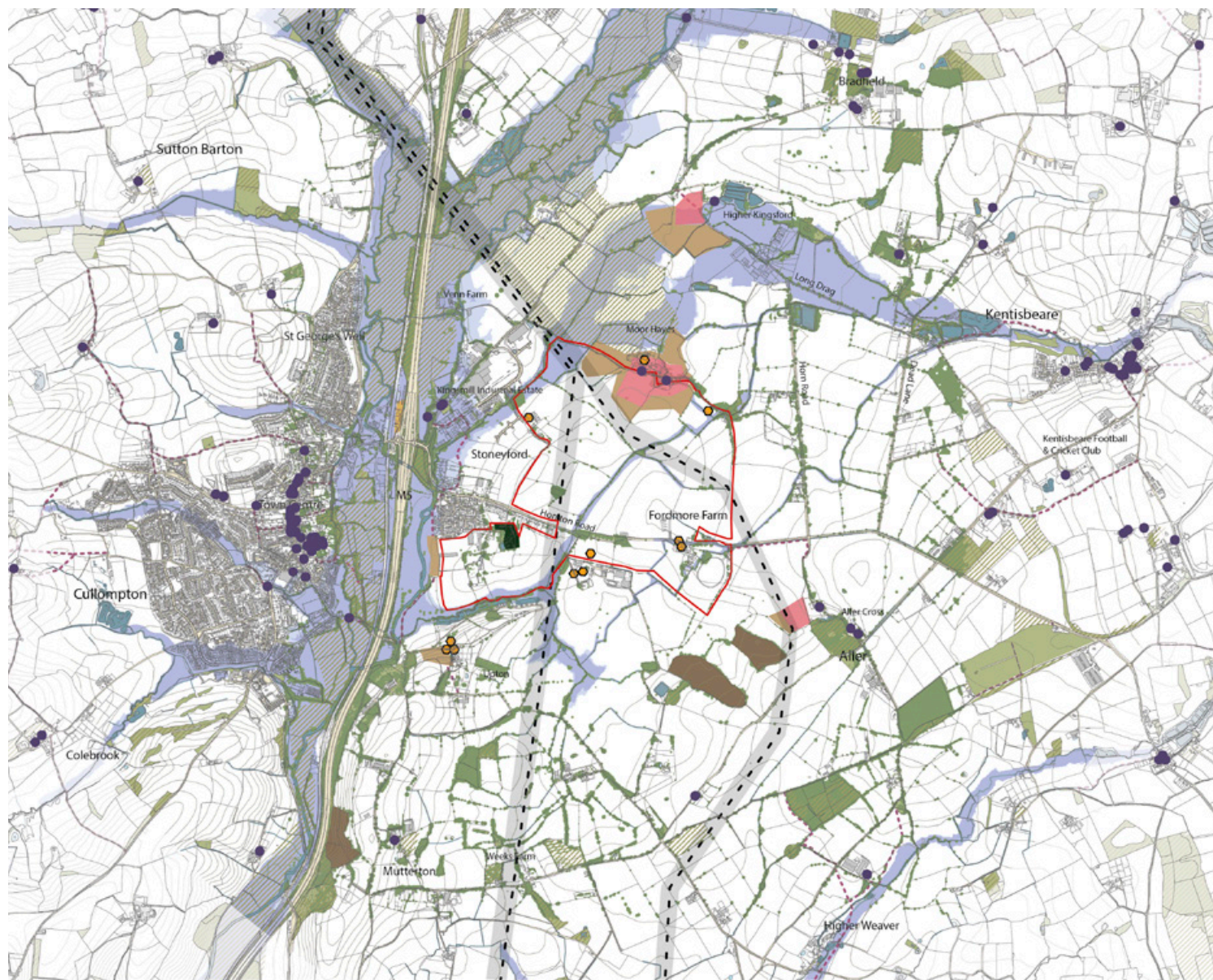
The proposed reopening of Cullompton Railway Station will provide a sustainable transport option for all residents of Cullompton, reducing carbon emissions, congestion and improving air quality in Cullompton as well as cutting commuting times. The Station will comprise an important element of any future mobility strategy, providing a vital means by which to reduce reliance on private car use for longer distance journeys currently utilising the neighbouring trunk road network. On this basis,

any future railway station must be connected directly to development to the east via exemplary active and shared mobility connections.

East Cullompton is located to the north and south of Honiton Road to the east of the M5 corridor at junction 28. The vehicular access into East Cullompton will need to be achieved primarily from Honiton Road. Honiton Road itself will require significant improvements which may require downgrading of the existing highway to reduce vehicles speeds and reduce the impact future access proposals may have on existing hedgerows and trees. Multiple points of access will be required to allow access to both the north and south of Honiton Road. Options to reallocate space on Honiton Road or incorporate additional space for other users should be considered alongside parallel east - west routes that connect into Cullompton ensuring that priority can be given to active and shared modes.

In addition to the existing highways network, this SPD has been undertaken in parallel with work on both the Town Centre Relief Road and feasibility work on improvements to Junction 28 of the M5. A number of options for junction improvements are under consideration at the time of writing and so the SPD Masterplan retains some flexibility on how access to potential junction locations and crossing points will be configured.





-  East Cullompton Boundary
-  Listed building
-  Non-designated historic building
-  Indicative setting of historic assets.
-  Areas of woodland
-  Ancient woodland
-  Priority habitats
-  Tree canopy
-  Proposed railway station
-  PROW
-  County wildlife site
-  Water area
-  Flood zone 3
-  Flood zone 2
-  Powerline and offset



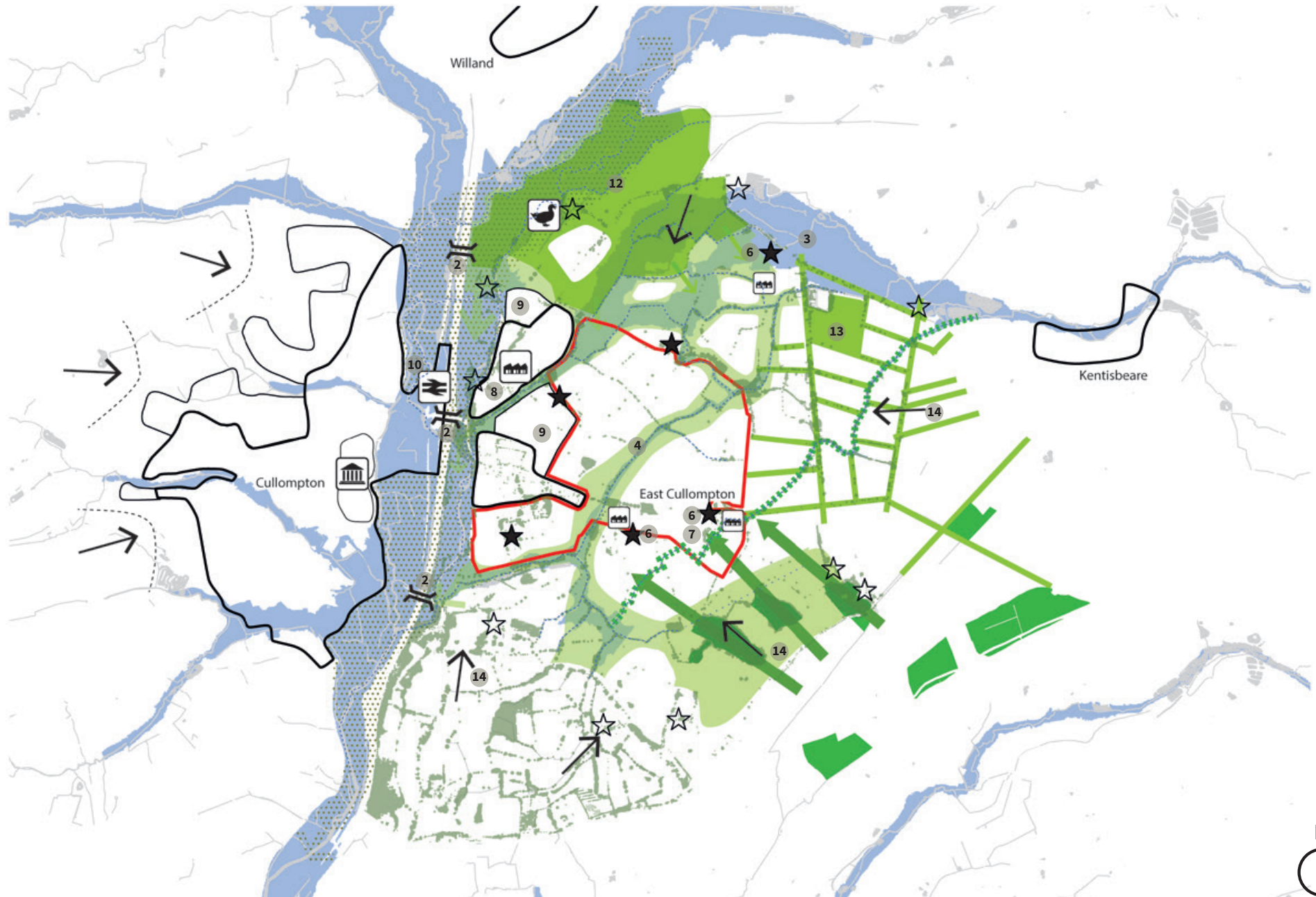
Combined Constraints Plan



## 4.9 Combined Constraints Plan

The combined constraints plan draws together physical constraints described above into a single plan to show their combined effect. These have been taken into account in the masterplan proposals and include.

- Existing hedgerows and trees to be retained as far as possible.
- Listed buildings around Moorhayes and the area which is currently considered important to their setting.
- Non designated historic buildings which should be incorporated into the masterplan.
- 400kV and 132kV power lines and the associated easements from any proposed dwellings.
- Noise and intrusion from Honiton Road.
- Potential noise and visual intrusion from the M5.
- Water courses and flood zones. The masterplan framework is based on avoiding development with associated flood zones.
- The potential to incorporate and enhance the County Wildlife Site near East Culme House.



## 4.10 Opportunities Plan

The existing character and qualities of the site offer opportunities for successful placemaking if integrated in an appropriate way. Working with the existing qualities of place has been a central feature of the development of the Masterplan. The Masterplan Framework section explores this potential further, but in summary the main site opportunities include:

1. Consider East Cullompton and Cullompton as one settlement, using this to ensure incoming uses and spaces support the resilience and sustainable growth of Cullompton.
2. Ensure local active and shared travel connections across the river corridor are prioritised including the reconfiguration of existing crossing points which are well located in relation to surrounding land uses.
3. Emphasise the movement of water through the site along the existing water courses. Incorporate new water bodies and wetland planting in lower lying areas of the site to draw the influence of water in to the site.
4. Utilise the watercourses as important connections for active travel back to the historic crossing points of the river corridor to Cullompton.
5. Encourage interaction with water, drawing inspiration from the prevalence of fords in the surrounding landscape, the historic significance of mills in Cullompton and leat within the site.
6. Work with the rural qualities of the site by retaining existing farm clusters and expanding them sensitively as mixed use areas for community and commercial buildings.
7. Support the existing diversification of uses happening on site, such as Fordmore Farm as a focal point for early phases ensure a mix of uses from the beginning.
8. Connect into the existing employment areas to the west of the site.
9. Support the further expansion and intensification of employment areas to provide local jobs and shift away from the existing reliance on out commuting.
10. Provide active and sustainable travel connections to the proposed Cullompton Railway Station site.
11. Utilise existing mature vegetation as a structuring network of green infrastructure through the site.
12. Provide strong links to the proposed Country Park as a strategic area of open space and consider utilising the Country Park as focus for biodiversity net gain in the area.
13. Consider links to the relocated sports clubs to the east of Horn Road.
14. Consider views from the surrounding landscape including elevated land around Upton and Aller, from the open landscape and potential Country Park to the north and from open countryside and Blackdown Hills to the east.





# SECTION FIVE

# MASTERPLAN

# FRAMEWORK

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**SPD Masterplan**

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**Activity**

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**Landscape**

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**Mobility**

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**Placemaking**

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**Infrastructure, Delivery and  
Phasing**

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-  Development area (housing)
-  Mixed use community hubs
-  Primary School
-  Green Infrastructure
-  Commercial area
-  Neighbouring employment Allocation
-  Sustainable urban drainage network
-  Proposed Primary / Secondary Streets
-  Active Travel Route



East Cullompton SPD Masterplan



## 5.1 SPD Masterplan










This section of the SPD sets out a masterplan for the East Cullompton allocation area. It demonstrates how the requirements of the Local Plan can be accommodated on the site driven by the aspirations described earlier in this SPD.

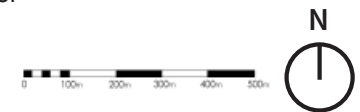
**The masterplan is described under the headings of Activity, Landscape, Mobility, and Placemaking. These layers should be seen as providing an organising structure to East Cullompton, setting out the broad locations of development, open space and movement and their relationship to each other. The masterplan also describes specific placemaking aspirations that are considered strategically important that have arisen in response to site constraints, opportunities and through local consultation.**

The masterplan is strategic in nature and does not intend to define the precise location and extent of elements of the plan, this will be defined through planning applications and work to agree the detailed phasing and delivery strategy. However, to ensure a comprehensive approach is taken to the planning of East Cullompton, this section translates the Masterplan SPD into a set of requirements in a green text box which planning applications are expected to meet.

Planning applications within the East Cullompton allocation should include a statement demonstrating how these requirements have been interpreted and applied.



-  Residential
-  Mixed use community hubs
-  Commercial
-  Primary school
-  Pylons
-  Development enabled by undergrounding powerlines
-  Retirement / extra care
-  Honiton Road
-  Primary Street



East Cullompton Activity Framework

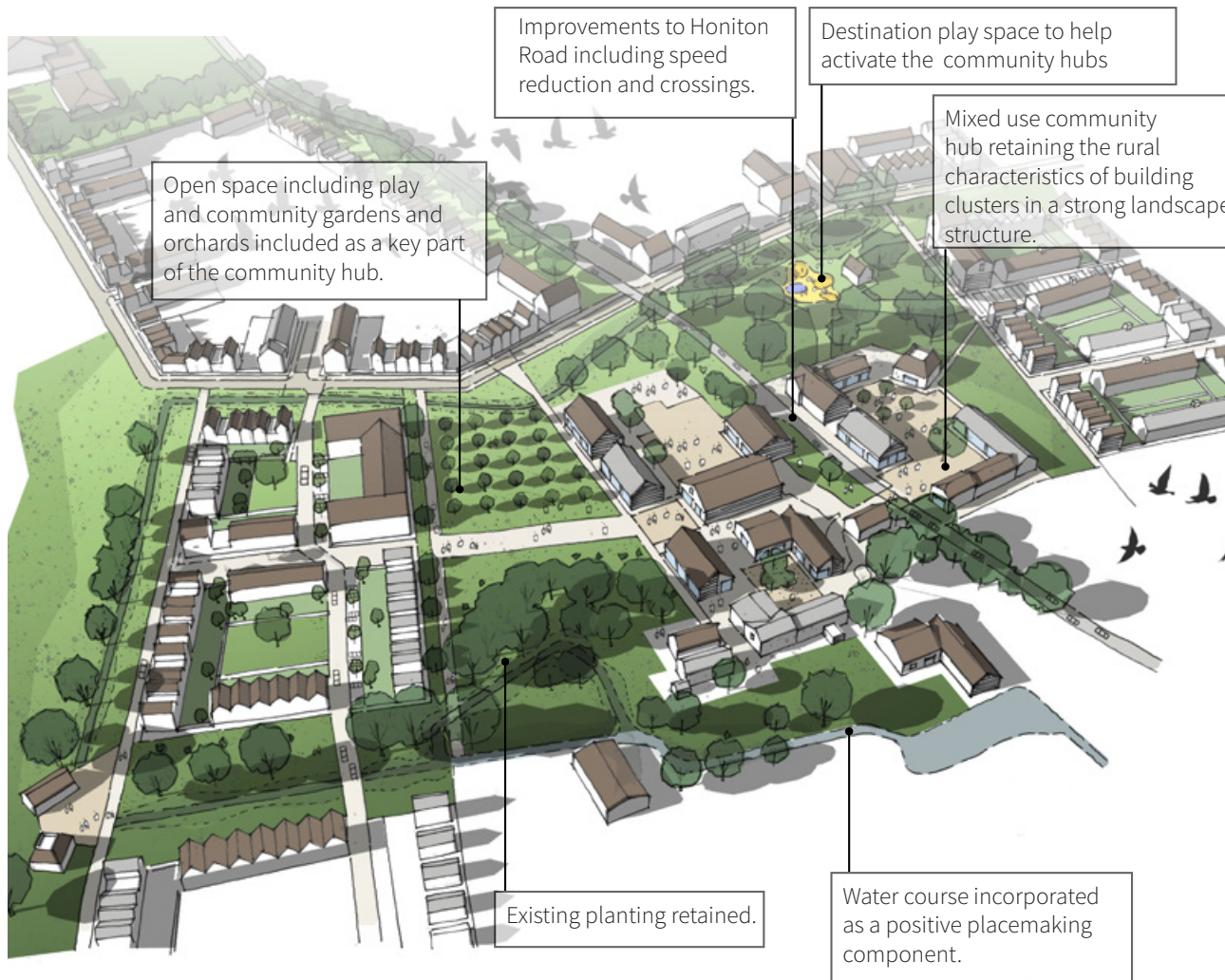
## 5.2 Activity

The Local Plan sets out the land uses, and quantities associated with the allocation of East Cullompton. The Masterplan SPD proposes a strategy for how this mix of uses can be accommodated and phased in a way which can create a strong identity in response to the existing qualities of the area. Place quality will be a key determinant of the successful integration and longevity of commercial and community space ensuring that they are places that people will be drawn to and choose to use as well as using out of convenience. Community and commercial uses will provide an important function in drawing the community together as well as meeting day to day needs of residents.

The overarching strategy has been driven by a response to activity already happening on site. The creative reuse and expansion of existing building clusters on site provides a model for how future community, commercial and civic buildings can be incorporated into East Cullompton in a distinctive way. These places also provide a useful starting point for future growth ensuring a mix of uses and sense of place is established before housing is delivered. The rural character and local vernacular of these clusters can also be used as a key determinant in new mixed use and community buildings.

	Land area	Notes
<b>Residential</b>	72 hectares	Including market and affordable housing, serviced plots for self builders and gypsy and traveller pitches. Capable of delivering 2,600 homes required by Policy CU7 at an average density of c. 35dph. Assumes limited residential uses will be incorporated in to the mixed use community hubs.
<b>Mixed use community hubs</b>	8 hectares	Area includes existing buildings retained. Capable of delivering an additional 2 hectares for shopping, community centre and multi-purpose community building required by Policy CU10. Assumes some residential uses can be included within the centres and some overlap of uses with commercial area.
<b>Commercial area</b>	6.5 hectares	Including allowance for care home, retirement complex, appropriately scaled retail, offices, hotel and leisure uses and ancillary landscaping. Capable of delivering 32,000 square metres of commercial floorspace required by Policy CU7 with some overlap of uses with the mixed use community hubs.
<b>School site</b>	2.5 hectares	To meet Policy CU10 requirement for a service site of 2.5 hectares for a new primary school.
<b>Green Infrastructure</b>	46 hectares	See separate table within landscape framework for breakdown of open space.
<b>Area beneath 440kv powerlines</b>	16 hectares	
<b>Total</b>	c. 160 hectares	Difference between areas above and the total area comprises area allowance for highways infrastructure (e.g. Primary Streets)





Indicative sketch of a mixed use community hub retaining the rural characteristics of the area

### Mixed Use Community Hubs



The Local Plan allocates land and facilities for community use including a site of 2 hectares for a shopping and community centre, and the provision of a multi-purpose community building for youth, children and other community uses.

The East Cullompton site is currently very rural in character. Although large parts of the site will change fundamentally in character as development progresses, there is an opportunity to ensure the influence of the rural Mid Devon landscape is still apparent as a positive characteristic in its identity.

The Masterplan SPD proposes that the mixed-use community areas are, in part, focussed around existing farm clusters that are already providing

a sense of place and generating activity and a local economy through a diversification of uses. A number of these clusters include listed buildings or non-designated heritage assets which can provide design cues for incorporating additional development in a sensitive way. Supporting the growth and considered expansion of these clusters to provide a broader range of commercial and community functions can be done in a way which preserves their characteristics as building clusters in a strong landscape structure. These can be considered as maintaining a rural character that is fundamentally different to more urban typologies, to differentiate the experience of living or visiting East Cullompton and complement the existing town centre offer. It can also ensure their delivery early which is something which has proven difficult to do successfully in other similar schemes.

- The principal community hub for East Cullompton will be located around an expansion of Fordmore Farm to the north and south of Honiton Road. This hub will expand to include community space as well as further retail and commercial space including potential healthcare, indoor multi-purpose spaces which can cater for a range of activities, including: dance, yoga/pilates, circuits, babies/toddlers activity sessions, short mat bowls, table tennis etc.
- The layout of the area around Fordmore Farm will be done in a way which retains the rural characteristics including an informal arrangement of buildings and courtyards in a strong landscape structure.
- Parking within mixed use areas will be provided in a way which does not compromise pedestrian experience, with main parking areas away from key buildings and spaces.
- These mixed use hubs can include residential use, where it does not detract from intended character or community hub function.
- The materials, detailing and scale of buildings and public realm in mixed use areas will take design cues from existing buildings on site and the aspiration to retain a rural influence.
- Secondary hubs, incorporating smaller scale shops and flexible community space will be encouraged in areas of high accessibility in

areas further from the principal hub including at East Culme House near the existing community around Culm Lea and near Moorhayes serving the northern areas of the allocation close to the potential Country Park.

- A community hub near Moorhayes will demonstrate how it can also support the potential Country Park to the north with potential for ancillary uses, spaces and attractive connection points to the Park.
- The area around Week Farm is shown to provide further opportunities for incorporating a mixed use area with a commercial focus. This could serve as an expansion of the existing employment area around Stoneyford providing opportunities for smaller scale commercial uses and workspaces.
- Retirement, healthcare and aged services cluster should be co-located with the mixed use community hubs with good accessibility to public transport.
- Mixed use community hubs should also incorporate appropriate workspace.
- The mixed use community hubs are to be easily accessible from active travel routes and the primary street network.
- Developer proposals will need to demonstrate clear governance structures for community facilities.





Image showing the character of the mixed use community hub at Fordmore Farm





Example of farm buildings converted into a mix of community and commercial buildings around high quality public realm.



Example of community buildings with rural character integrated into open space.

### School site



The Local Plan states a requirement for a serviced site of 2.5 hectares for a new 630 place primary school or alternatively 3 hectares of serviced land in 2 parcels of 1.1 hectare and 1.9 hectares appropriately located for the delivery of 2 new primary schools. The Local Plan also requires that serviced land for the school should be provided prior to the first occupation of residential development. The SPD masterplan has sought to locate the school in an area of high accessibility, close to the mixed-use areas. The site shown to the south of Honiton Road has been identified previously as the preferred site of the education authority. Alternative locations may be suitable for the school but would need to meet the following requirements.

- Any school sites to be located close to other employment, community and retail spaces with clear and attractive active travel links between them.
- Clear, attractive active travel routes should be provided from residential areas to the school sites.
- A safe and attractive crossing of Honiton Road should be provided on a clear desire line to any school sites.
- The school buildings should be designed and located to be a prominent and positive feature of the development.
- Proposals should demonstrate how schools will provide an important anchor in the early phases of development.
- The active travel network should include attractive, safe routes to Cullompton Community College in the early phases.
- Appropriate drop off space should be provided away from Honiton Road and the primary streets.





Pedestrian and cycle friendly primary street as a central feature with high quality public realm and strong building frontage.

Attractive active travel route linking East Cullompton and Cullompton with strong building frontage.

Existing tree planting retained and extended to provide a strong landscape structure.

Overarching character of commercial area to be defined by individual buildings or buildings grouped around a shared courtyard within a strong surrounding landscape structure.

Building frontage onto Honiton Road.

Inset plan of commercial area.

## Integrating commercial space



The Local Plan allocates 20,000sqm of commercial floorspace within the plan period and a further 12,000sqm post 2033, to include a care home or retirement complex, appropriately scaled retail development and other suitable uses such as offices and a hotel or leisure development. A commercial area of 6.5ha. is shown to the north of Honiton Road. This is of sufficient size to accommodate the majority of the floor area required by the Local Plan. The mixed use community hubs should be used to accommodate the remainder of the commercial space. For example it is anticipated that the care home, retirement complex, smaller scale retail and some leisure uses would be better located adjacent to the community hubs.

An Employment and Skills Strategy commissioned by Mid Devon in parallel to the Masterplan SPD includes recommendations on the employment opportunities and how skills improvement programmes can help to drive business interest in the area. The findings of this report have been factored into the development of the Masterplan SPD and include spatial influences such as:

- Viewing employment as crucial elements of the overall masterplan with a high priority for development in the early phases.
- The clear need for units and serviced, developable employment plots in Mid Devon, with East Cullompton offering a good opportunity to help meet need.
- To expand employment areas adjacent to existing and permitted industrial elements at the edge of the allocation around Kingsmill Industrial Estate.
- To include an element of dispersed employment that could have differing functions and target markets, with proposed employment uses at Fordmore Farm cited as an useful example.

The Masterplan is set out to the following principles:

- Land adjacent to the employment allocation CU17 will provide additional space for commercial uses as an important expansion of the employment area to the east of the M5 and proposed railway station.
- The commercial area will incorporate an east – west active travel route to connect into the rest of East Cullompton. Co-ordination with proposals for employment allocation CU17 will be required to ensure continuity of the route into Cullompton.
- The commercial area will include the mix of uses allocated including retail, offices, hotel and leisure, but should be planned to provide an appropriate transition between larger employment uses to the west and residential use to the east. This will include an emphasis on provision for walking and cycling.
- The layout of the main commercial area should follow the principles described on the employment area inset plan.
- Commercial uses should also be included into mixed use community hubs including smaller scale workspace and co-working space and work hubs that will be drawn to the place quality of these clusters.







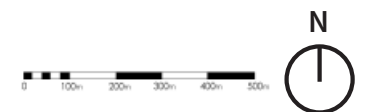


### Residential

The Local Plan allocates 1750 dwellings within the plan period and at least another 850 dwellings post 2033 taking the overall residential capacity of the East Cullompton allocation to 2600 dwellings. Policy CU7 also requires 28% affordable housing and extra care housing and at least ten pitches for gypsies and travellers and 5% of housing to be provided as serviced plots for sale to self-builders.

The residential neighbourhoods have been formed around the Landscape, Mobility and Land Use Frameworks. Parcels of residential land are identified where they can form

-  Residential
-  Mixed use community hubs
-  Pylons
-  Development area enabled by undergrounding power-lines



Extract of proposed residential areas

coherent neighbourhoods around the organising structure of open spaces, streets and mixed-use areas avoiding areas of development constraint. The Masterplan SPD assumes an average density of 35 -40 dwellings per hectare to achieve the residential capacity set out in the Local Plan. The Placemaking section provides further guidance on character.

Mid Devon District Council wants to enable more people to build their own home with Custom and Self Build housing growing in popularity. The Council recognises the benefits of Custom and Self Build in meeting the housing needs of Mid Devon residents. It provides opportunities to reduce costs by sourcing your own materials and being involved in the construction and fitting yourself and create high quality, well-designed buildings bespoke to your needs. Custom and Self Build Housing is also more likely to draw upon local tradespeople and suppliers, supporting the local economy. Further guidance on the provision of the custom and self build plots will be provided in the forthcoming Meeting Housing Needs SPD. This will provide detail on planning, design and delivery processes and locational requirements such as positioning the plots in smaller clusters and avoiding locating plots on remote corners of the site.

- No residential development to take place within flood zones.
- Typical densities will be in the region of 35 – 40 dwellings per hectare with potential for higher densities in areas of greatest access to sustainable travel and mixed-use areas and potential for lower densities towards the edges of the community.
- Building heights are expected to typically be 2-3 storeys with incorporation of 4 - 5 storey buildings in appropriate landmark locations such as on key junctions or terminating views. Proposals must demonstrate a clear logic to building heights that assists placemaking.

### **Powerlines**

The potential to underground overhead powerlines should be explored, particularly where leaving them in-situ would place a significant obstruction and detract from the quality of residential areas. Mid Devon District Council's preference is for the powerlines to be moved underground but a final decision will be subject to further masterplanning, feasibility and viability work. The SPD Masterplan shows the eastern 132kv line undergrounded as this would cut through and segregate residential areas hindering the creation of a coherent development form. The area of land made

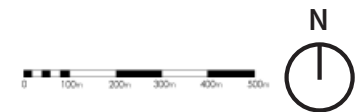
available for development by undergrounding the 132kv lines (as shown) equates to around 7ha. or approximately 250 homes within the allocation area. The potential to realign the route while undergrounding should also be explored. The larger 440kv powerline is left in situ and its alignment used to define the extent of extended commercial areas.

The land beneath the powerlines is not considered suitable for the primary useable areas of public open space, where the presence of the lines would undermine the quality of the spaces beneath. The land beneath may be used for ancillary open space, wildlife corridors, streets and active travel corridors and potentially renewable energy generation. It may also be possible to accommodate commercial space in the area beneath the powerlines although this would be subject to further consultation and demonstrating an appropriate design response to Mid Devon District Council. A 10m wide corridor of open ground would be required above any undergrounded cables.





-  Blueways
-  Greenways
-  Eastern loop
-  Community green
-  Country park and landscape enhancements to the river
-  SUDS
-  Green infrastructure
-  Existing trees
-  Allotment
-  Sports pitch provision



East Cullompton Landscape Framework



### 5.3 Landscape

Policy CU9 sets out environmental protection and enhancement measures required for East Cullompton, this section of the SPD elaborates on these requirements showing their application and contribution to placemaking at East Cullompton. Policy CU7 requires the allocation site to deliver 40 hectares of strategic green infrastructure, laid out and managed with an appropriate mix of public parkland, open space and landscaping. The site benefits from an existing landscape structure that offers great placemaking potential. Existing watercourses, hedges, tracks, mature trees, and landform can all be used to drive the character and sense of place at East Cullompton.

The MDDC Open Space and Play Area Strategy can be referred to for general guidance on design of open space types. The objective of the Landscape Framework described here is to use the existing clues in the landscape to frame interventions ensuring that:

- New development is rooted in the existing qualities of the site providing a sense of identity and permanence from the outset
- Incoming open spaces simultaneously provide multiple benefits to people, wildlife, and the environment informed by a natural capital approach.

	Land area	Notes
<b>Amenity green space</b>	6 hectares	Accessible areas of green space to be provided within Blueways, Community Greens and areas shown on the Landscape Framework plan as 'Green Infrastructure', where these areas are not adversely effected by flooding, powerlines or sustainable drainage features.
<b>Parks, sports and recreation grounds</b>	9 hectares	To be provided within the Community Greens as more formalised and functional spaces.
<b>Allotments</b>	1.5 hectares	Community growing space such as orchards to be incorporated into Community Greens. Allotments to be provided within the central Blueway, indicative location shown.
<b>Equipped children's play space</b>	0.4 hectares	Primarily provided within the Community Greens with smaller areas for play integrated across the site.
<b>Teenage facilities</b>	0.12 hectares	Older years outdoor and recreation space to be provided within the Community Greens.
<b>Other areas of strategic green infrastructure</b>	29 hectares	Area required for Blueways, retaining existing vegetation and provision of strategic areas of sustainable drainage features.
<b>Area beneath 440kv powerlines</b>	16 hectares	While this area does not form part of the open space requirements, this land could provide space for important green infrastructure functions including wildlife corridors and sustainable drainage features.
<b>Total</b>	46 hectares	Excluding area beneath powerlines.

### The Blueways:



Water has played a central role in the history and evolution of Cullompton. The growth of Cullompton to the east of the Culm offers an opportunity to use water as an important placemaking feature and place a renewed focus on water in the town.

A series of existing watercourses traverse the site which each vary in character and ultimately lead to the Culm providing natural connectivity between east and west Cullompton. The placemaking principles below set out how a series of Blueways can embed these watercourses in plans for the future.

- Water courses will be incorporated into three Blueways, shown on the accompanying plan as a positive placemaking feature of East Cullompton.
- Blueways will provide sufficient set back to ensure no development is located within flood zones.
- Blueways will provide the primary areas for consolidation of sustainable urban drainage features including swales and basins making the management and storage of water a visible and positive feature of East Cullompton.
- A 1.5 ha allotment site is required for East Cullompton. An indicative location for this is shown in the central Blueway.
- Blueways will incorporate attractive walking and cycling routes along their length as part of a site wide network of active travel.
- The Blueways will incorporate naturalistic wetlands and water features providing generous naturalistic open space providing continuity with the proposed Country Park to the north.
- The design of these routes will explore the potential for interaction with water and incorporation of water bodies. Design of the southern Blueway will describe how the leat can be retained and celebrated as a positive feature around Fordmore Farm.

- The Blueways will be planned to enable the potential for connectivity into the surrounding area as important landscape corridors and walking and cycling routes.
- The places where the Blueways cross the primary streets and/or the Greenways (described below) will be important points of orientation in the development. Developer proposals must demonstrate how buildings, paths and open space support this landmark function. This may include bringing buildings closer to the water locally, providing community gathering space or varying building height and form. They will also incorporate water or wetland planting as a significant characteristic.



Naturalistic planting around water bodies mixed with areas of mown grass serving a broad range of functions.





Drainage features characterised by naturalistic planting.



Strategic drainage areas with strong building frontage.



Rain gardens integrated in walking and cycling route.



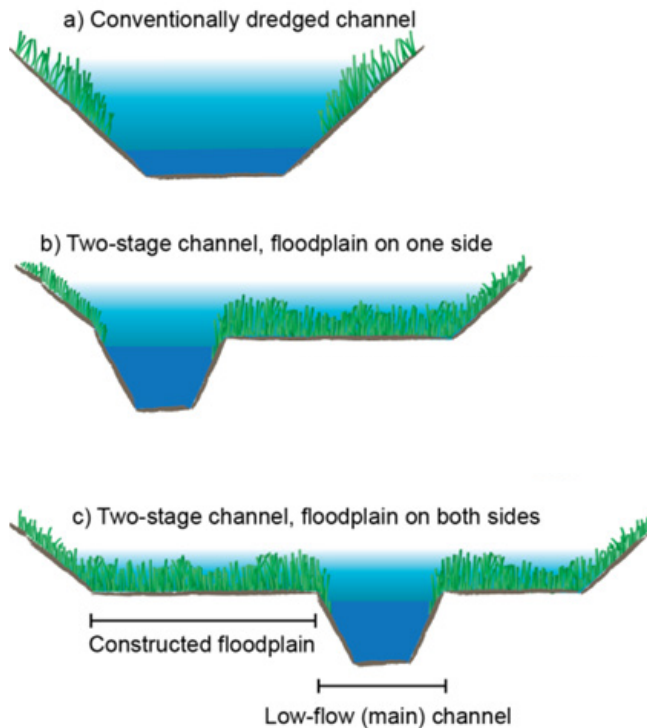
Strategic drainage areas with naturalistic planting and water storage.



A high-level drainage strategy has been developed as part of the Masterplan SPD. The principles of the strategy are to allow for rainwater storage on plot (e.g. in rain gardens) and then the remaining storage provided as a combination of network storage (e.g. swales or linear drainage features in parallel with existing flow paths or channels) feeding into larger strategic storage elements (e.g. infiltration / attenuation basins). This will follow the Sustainable Urban Drainage Systems (SUDS) train to ensure the necessary treatment of any runoff. The advantage of utilising larger storage features is to reduce / make more efficient the overall maintenance requirements for the drainage features and to provide areas of habitat and amenity.



- The SuDS hierarchy should be followed, by using infiltration as far as is practicable. In addition, all off-site surface water discharges from development should mimic “Greenfield” performance up to a maximum 1 in 10 year discharge rate or lower if possible.
- All on-site surface water should be safely managed up to the “1 in 100+climate change” conditions. This will require additional water storage areas to be created thereby contributing to a reduction in flooding downstream.
- Strategic storage areas should be located in the Blueways, with some of the storage providing areas of permanently wet habitat to also help provide increased biodiversity as part of the development.
- Explore the use of cascade basins in strategic storage locations where this would help deal with the steepness of the overall catchment. The basins, and the connectivity between them, offer the potential for amenity and ecological benefits, as well as drainage and flood risk management.
- Explore the use of two stage channels, in combination with storage basins, weirs and meandering channels, as a means of ensuring a permanent water presence can be maintained, while providing additional capacity for flood flows and storage.



Buildings adding to the character of green space with natural materials.



Incorporating water as a positive feature.

### Minimum levels for development parcels

The development parcels for the SPD Masterplan have taken into account the location of the flood zones. The parcels avoid areas of flood risks and allow space adjacent to the drainage channels to incorporate strategic storage as part of the overall Surface Water Drainage strategy for the area.

- The minimum acceptable levels of the development parcels will be set based on the 1 in 100 year plus climate change peak water level with a freeboard allowance included. This ensures that all of the development will be safe during a flood event based on the recently updated guidance.

### Crossing points and fords

The aim for the management of the drainage channels through the allocation area is to utilise and improve the existing channels where possible. This will include consideration of crossing points for transport links. Fords already have a distinctive presence in the wider landscape allowing a connection to the watercourse to be maintained, providing an alternative to bridge and culverts, which have a risk of blockage, particularly with beavers known to be within the wider Culm catchment.

- Fords will be considered within the overall water management strategy. These can be designed to have small culverts underneath to pass the normal flow so that the ford itself is only utilised in flood events.
- Due to the risk that in a flood these will not be passable, the wider transport strategy will ensure there are alternative routes available so that safe access/egress is always possible.
- Where fords are proposed as part of the allocation area, signage will be provided to explain the idea and when there are potential restrictions to access.



Building frontage on to Blueway

Strategic SUDs features aligned with Blueway

Landmark buildings at crossing points

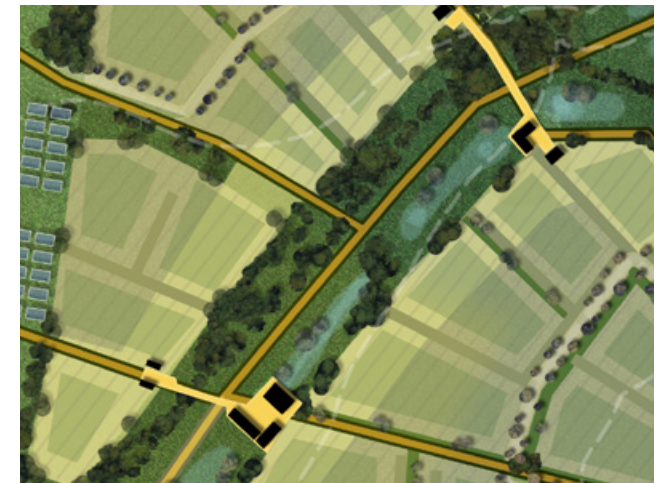
Crossing point of Blueway and Greenway

Blueway with retained planting and stream

Indicative study of crossing points on Blueways.



Existing fords in the surrounding area.



Inset plan of crossing points on Blueways.



## Greenways



- Greenways will be planned to complement Blueways, providing a connected network of active travel routes across the site. Generally, they will run towards and across Blueways to form a grid.
- The character of each Greenway can vary to its context either running through larger green spaces or provided adjacent to streets within built areas but must provide attractive, dedicated space for pedestrians and cyclists and planting.
- The combination of Greenways and Blueways will provide walking and cycling loops around the site. The loops will serve multiple functions from direct routes to key destinations to slower, recreational routes at the edges of East Cullompton.

## The Eastern Loop



Defining the eastern edges of East Cullompton is important in the early phases where development meets the open countryside. The potential future expansion of East Cullompton promoted through the wider Garden Village opportunity requires that this edge also considers the flexibility required to allow possible further phases of development to connect in future. It is envisaged that this will form an attractive edge to East Cullompton defined by walking and cycling routes, planting and a building edge that responds to views from the surrounding area.

- The Eastern Loop will be a Greenway planned to follow the northern, eastern and southern edges of East Cullompton, in the early phases this will provide an active travel route around the outer limits of the development providing interaction with the open countryside.
- The design of the Eastern Loop will demonstrate how it allows for future phases of development to connect into this route to ensure a positive interaction between East Cullompton and any potential future phases of the Garden Village.
- The Eastern Loop will vary along its length but will provide sufficient space to retain existing trees and hedges at the edge of the site and provide space for new planting, hedge banks, and hedges to filter views of development.
- The Eastern Loop will run from the Public Right of Way at Old Hill around the site boundary to Week Farm.
- The Eastern Loop will run through and connect key green spaces including the Community Greens, Blueways and demonstrate the potential to connect to the Country Park.
- Screen planting to be incorporated within the Eastern Loop to protect the amenity of existing houses properties on Honiton Road and views from the surrounding area.

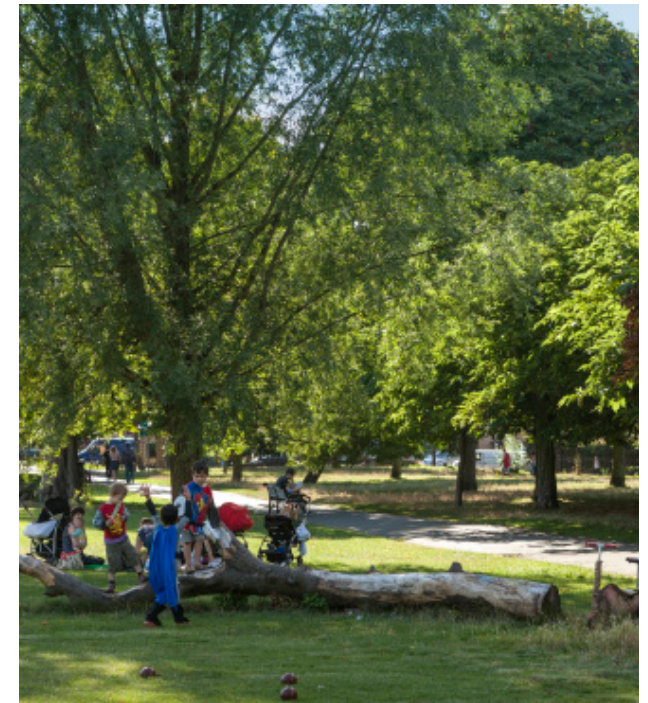


## Enhancing the Existing Landscape Structure



The inherited landscape features of the site will only thrive if they are given sufficient space and will only realise their full potential for nature if they are part of linked open space and habitats. The positive retention of existing trees and hedges is a core part of the placemaking objectives for East Cullompton established in policy CU9 of the Local Plan and Stage 1 SPD. The natural capital mapping also stresses the importance of avoiding disturbance to soil beneath existing trees and hedges, the Landscape Framework therefore extends areas of open space around and between significant areas of existing vegetation as far as possible.

- Existing trees and hedges will be incorporated within areas of open space with sufficient building setbacks to ensure longevity of trees and allow for additional complementary planting that can provide habitat enhancement and connectivity.
- Significant trees and hedges will be incorporated as linear features as far as possible and part of a connected grid of open spaces that lead to the edges of the development providing connectivity with the surrounding landscape.
- New tree and hedge planting will be required to the site boundary, particularly the east where there are no existing hedges and trees. This planting should filter and manage views rather than attempt to completely screen development.
- Additional planting will be included to the western boundary of the site helping to provide screening to the M5.
- Additional planting will be required to demonstrate climate resilience and improve biosecurity.



Open spaces incorporating existing mature trees as a central feature.

## Community Greens



The Community Greens (shown in dark green) are intended to serve as key community gathering spaces in East Cullompton, providing the principal focus for play, parks and recreation grounds as set out in the Landscape Framework Land Budget. Sports pitches will need to be provided in accordance with the MDDC Playing Pitch Strategy, this includes a preference for a 3G pitch. The Community Green at Fordmore Farm is shown at sufficient scale (5.5ha) to accommodate the allocated requirement for sports pitches in one location but off-site provision of these would be considered if a more suitable location can be demonstrated. Although the exact size and location of open space will be

determined through planning applications, the SPD masterplan shows approximately 9.8ha of space within Community Greens which is sufficient to provide the main play space, teen facilities and policy requirement for Parks, sports and recreation grounds.

- At least three Community Greens will be provided in the areas around East Culme House, Fordmore and Moorhayes.
- The Community Greens will be laid out to provide the core open space functions required by the Local Plan open space standards incorporating parks, play areas, teenage facilities, recreation space, sports pitches and community orchards.
- Plans for the Community Greens should demonstrate how they provide sufficient flexibility to accommodate a range of temporary community events and gatherings.
- The Community Greens are co-located with mixed use areas and must be planned to be visually prominent from within areas of surrounding mixed-use development.
- The Community Green at Moorhayes will be planned to create an appropriate setting to listed buildings at the edge of the allocation boundary.

- The Community Green at East Culme House will provide an appropriate setting to the County Wildlife Site in this location.
- The Community Green at Fordmore will provide an appropriate setting to the non-designated heritage assets as well as enhancing the character of this area as a mixed-use hub capable of retaining the rural qualities of the area and will incorporate areas for community gardens and orchards.
- The Community Greens will be supplemented with smaller areas of informal open space and play across the site.
- Sports pitches are to be provided within the Community Greens in accordance with Mid Devon District Council Playing Pitch Strategy unless offsite provision in a favourable location is agreed with MDDC.
- Areas adversely effected by powerlines or flooding will not contribute to meeting open space standards.





Character images of Community Greens showing a broad range of functions, including food growing, play, sports and community space.





Aerial view of the River Culm in the area being explored for the Country Park



## Country Park and off site landscape improvements along the River Culm



One of the key principles of the SPD is to ensure that East Cullompton is experienced as part of one town with existing parts of Cullompton. This aspiration places significance on the River Culm corridor in creating the setting and point of connectivity between eastern and western parts of Cullompton in the future. Mid Devon District Council are exploring plans for a Country Park to the north of East Cullompton around the River Culm to serve new and existing residents. The Country Park has the potential to provide an outstanding asset to the wider area. The Masterplan Framework also identifies the areas of riverside adjacent to the M5 as having a potential role in providing strong links between all parts of Cullompton. While not a formal

requirement of the SPD, the Country Park and areas of riverside can provide important walking and cycling links, off site public open space provision and also assist with delivering off site biodiversity net gain if required. Mid Devon District Council will work with developers to explore the delivery of these enhancements.

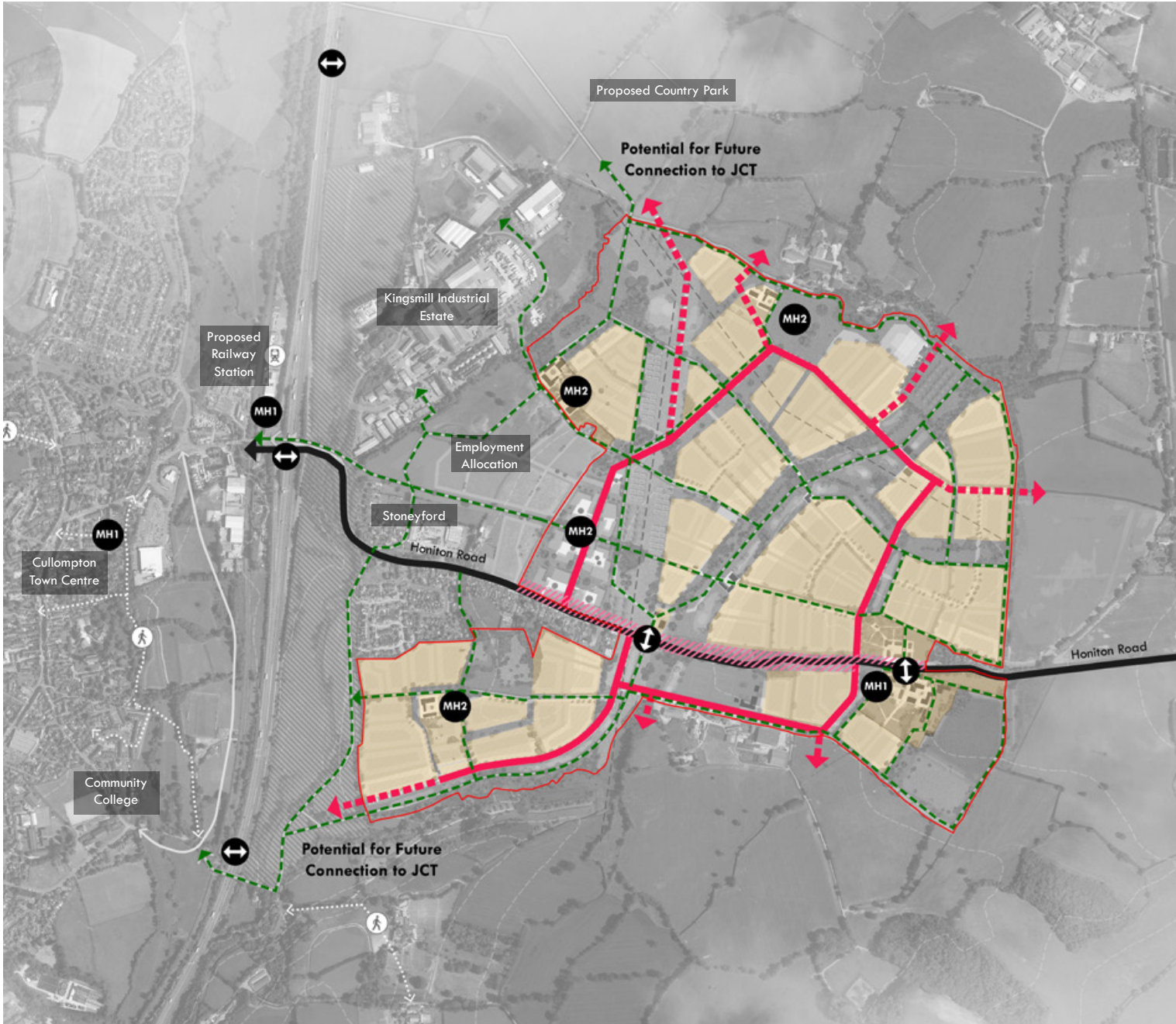
In addition, proposals at East Cullompton can support and enhance these proposals by ensuring the Blueways provide attractive walking and cycling connections to the proposed Country Park to the north and by ensuring that the landscape design of the Blueways provide a continuation of the qualities of the Country Park into the East Cullompton allocation area.

### Biodiversity Net Gain

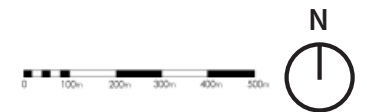
Biodiversity net gain is required by the National Planning Policy Framework, The Environment Act 2021 and Policy DM26 of the Mid Devon Local Plan 2020. To demonstrate measurable biodiversity gain, the Defra Biodiversity Metric 3.1 calculation tool (Defra, 2022) has been used to provide an initial indicative calculation of the biodiversity value of the Allocation Area, both for the existing baseline conditions and for the post-development masterplan scenario. Although strategic in nature at this stage, this calculation indicated that the masterplan framework would not deliver the biodiversity

net gain required within the allocation area alone, although this should be explored and prioritised in accordance with the mitigation hierarchy. The biodiversity net gain calculations did however identify suitable land within the wider area to provide habitat creation and enhancement outside the allocation boundary. The wider area includes cropland and modified grassland which have the potential to offer significant biodiversity net gain. As an example, the enhancement of approximately 15 ha of existing modified grassland to create neutral grassland of moderate condition, and replacement of approximately 15 ha of cropland to provide neutral grassland of moderate condition will provide an overall gain of 55.88 units, and a 10.77 % net gain. These enhancements could be provided as part of the Country Park.

Developer proposals must demonstrate how biodiversity net gain will be delivered, either on site within the allocation boundary in the first instance, or through off-site contribution to the delivery of landscape enhancements. Mid Devon District Council's preference would be for off-site improvements to be delivered in areas adjacent or accessible to the East Cullompton allocation.



- Primary Street
- - - Safeguarded Route
- - - Active Travel Route
- / / / Honiton Road Improvements
- MH1 Primary mobility hub
- MH2 Secondary mobility hub
- ↔ Indicative active travel crossing



East Cullompton Mobility Framework



## 5.4 Mobility

### Approach to mobility

Policy CU8 of the Local Plan sets out the required transport provision associated with East Cullompton. This includes contribution to, or delivery of improvements to junction 28 of the M5, the Town Centre relief road, reopening of the railway station and provision of walking, cycling and bus routes at appropriate locations throughout the development as part of future planning applications.

The Masterplan Framework has adopted the 20 minute place principles and Sustainable Accessibility and Mobility (SAM) framework, where the priorities are as follows;

- Substitute Trips: Replace the need to travel beyond your community
- Shift Modes: For longer trips, use active, public and shared forms of transport
- Switch Fuels: For any trips that must be made by car, ensure the vehicle is zero emission

The Vision and Overarching principles for East Cullompton re-enforce this at the local scale with the aspiration to reduce the reliance on out-commuting from Cullompton to create more vibrant communities and to help address the current climate emergency. With this approach and the overall vision in mind, traffic assessment should be focused on people's core access requirements, over capacity enhancements or optimisation of route convenience for cars. The prioritisation of highway infrastructure, may

inhibit the full potential of other measures. To achieve the site's full potential, an approach to the assessment of traffic impact should be used which realises the greatest level of modal shift. It is expected that the Sustainable Accessible and Mobility hierarchy guides planning applications for each phase of development in support of the overarching vision for East Cullompton. The Infrastructure, Delivery and Phasing section sets out the requirement for a co-ordinated approach to transport assessment.

### Junction 28

At the time of preparing the SPD, the preferred option for strategic highways improvements had not been determined. The Masterplan therefore leaves flexibility for the preferred solution to be developed, indicating locations for safeguarded routes should alternative junction locations to the north or south be required. What is clear through the preparation of the Masterplan SPD is that newly designed highways and junction infrastructure and modifications to existing infrastructure that improve mobility must not adversely impact the qualities of Cullompton and its environs as a place. Indeed, it should contribute to place-making.

It is clear that local connections across the M5 corridor are critical to delivering the aspirations for East Cullompton. Initial consultation has identified that Suicide Prevention should be

a priority for a bridge crossing in a location of this nature. Indicative locations for active travel crossings of the M5 are shown on the SPD Masterplan, further co-ordination with ongoing design of offsite infrastructure will be needed, including junction improvements to ensure this requirement is delivered effectively against the following principles.

- Delivering effective active and shared travel crossings of the M5 in the locations shown should help to define the preferred location and arrangement of junction improvements ensuring active and sustainable travel is a key consideration in the overall movement strategy. These broad locations have been set to provide the most direct routes possible to the Town Centre, Community College and Railway Station.
- The central and southern active and shared travel crossings must be prioritised as an early part of proposals at East Cullompton. The northern crossing should be considered where it could be delivered in parallel to a new junction.
- The detailed design of active and shared crossings must demonstrate how these will be attractive and safe for users and encourage their use.
- Well-designed infrastructure must "fit" in terms of scale height and visual impact and make its own contribution to place.

## Active Travel



The Blueways and Greenways described in the Landscape Framework set out how a connected network of active travel routes can be provided across East Cullompton. As well as providing an important healthy living and recreational function they will form an important part of a mobility strategy that reduce the reliance on trips made by car.

- An active travel network must be developed that demonstrates how it provides direct and attractive connectivity to key destinations within the site and into the surrounding area.
- A dedicated active travel route will be provided between the community hubs and Cullompton Town Centre, Community College, key employment areas and Rail Station. This will comply with current best

practice. Active travel routes should ensure that the earliest stages of development benefit from viable alternatives to the private car, from the outset.

- A phased approach to the provision of key active travel links will be provided, seeking to maximise the connectivity of subsequent development parcels. This will provide links to key land uses and transport interchanges outside of the site, along with internal connectivity to a network of key Mobility Hubs throughout the site. Such links will comply with current best practice guidance, such as that contained within LTN 1/20 or its successor.
- To increase the attractiveness of such links, secured by design principles will be key. Routes may therefore benefit from facilitating multiple modes, including light traffic use such as bus/shared mobility.
- Active and shared travel routes should be supported by clear signage to facilitate wayfinding within the development and connecting to surrounding routes and destinations.
- Active and shared travel routes may run alongside other streets but proposals must demonstrate how they provide attractive and functional space for a variety of users and how priority can be given over vehicles.
- Active travel routes should be more direct and attractive than using the private car and



Example of dedicated space provided to cyclists and pedestrians separated from the carriageway with tree planting and sustainable urban drainage.



Example of a junction between a street and a footpath where a raised table and textured paving gives priority to pedestrians

should be free of interruption as far as possible.

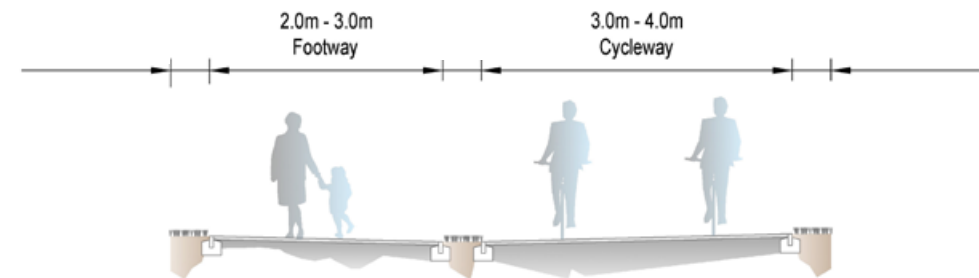
- To deliver the points above Active Travel connections into and through employment areas to the west will need to be explored particularly through allocation CU17 and along the River Ken Blueway past Week Farm.
- Proposals should demonstrate how active travel routes can be extended into neighbouring parcels and beyond into communities including Kentisbeare and Willand.
- Walking and cycling routes should connect to the Public Rights of Way at the River Culm and opportunities to improve and extend these routes explored.
- Active travel routes and street design to provide sufficient space for all users including mobility vehicles.

### Shared Mobility

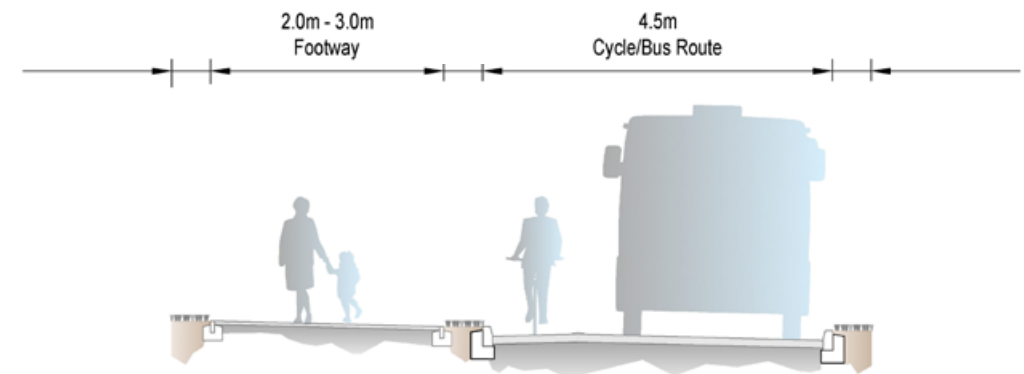
- The implementation of key shared mobility routes providing spaces for buses and demand responsive transport will be agreed to connect the site with the town centre and railway station. Consideration should be given to a circular route encompassing both existing M5 crossing points, allowing residents the opportunity to benefit from direct links to the south of the town, bypassing Junction 28, with Cullompton Community College providing a key destination during the earlier stages of development.
- Demand responsive transport may represent a viable alternative to timetabled public transport provision, and provide a commercially viable solution during

the initial development phases. A range of options will need to be considered which may increase in scope and coverage throughout the lifetime of construction.

- Careful consideration needs to be given to key destinations outside of the town, particularly those that currently rely on the private car for journeys, such as major employment destinations.
- The implementation of key active and shared mobility connections will be required in advance of strategic highway infrastructure improvements, making best use of existing links across the M5 during early stages of development. This should aim to ensure that traffic is managed down at every opportunity.



Typical section of active travel route.



Typical section of active travel route alongside shared mobility route.



## Street Hierarchy



- A clear street hierarchy must be demonstrated that creates an easily understood structure to all development areas in each phase.
- The primary and secondary street network should be planned to minimise crossings of green infrastructure corridors and dedicated active travel routes.
- The design of the primary street network must demonstrate how it is co-ordinated with junction improvements to the M5, which may require demonstration of safeguarded routes to potential future junction locations.
- The design of the primary and secondary street network must demonstrate how it could be extended into surrounding parcels, ensuring continuity and clear street hierarchy in potential future phases of development.
- SUDs and planting should be incorporated

into all primary streets, which could include permeable paving and other features such as swales or rain gardens.

- Tree planting should be incorporated as a prominent feature into all primary and secondary streets.
- All streets through development areas will be designed to a maximum of 20mph speed and this will be clearly apparent in the detailed design of the street. On long straight sections of street, slower speeds will be encouraged through changes in carriageway material, build outs to alter the carriageway alignment and narrowing of carriageways at key places.
- Streets for a Healthy Life should be used as a detailed checklist for developing appropriate design response to each street type.
- The primary street network should provide access to the mixed-use community areas and schools but highways design should not dominate these areas. Opportunities to separate key gathering spaces from parking and highways should be explored to ensure public spaces can remain at a comfortable, human scale.
- The Masterplan Framework shows a primary mobility loop serving the main areas of development with a view to incorporating a bus route through East Cullompton.
- Subject to the preferred junction 28 solution the primary street to the south of East Culme House could be realigned to run through the centre of the development.



Example of a primary street with strong building enclosure, space for pedestrians and tree planting.



Example of a primary street consistent built form and boundaries, street trees and sustainable urban drainage.



Example of a secondary street with consistent building line and boundary treatment, front gardens, street trees and on street parking.



Example of a tertiary street with limited vehicle role and the scale of the street has been reduced.

### Honiton Road

Whilst Honiton Road is an A road and plays a key movement role in the wider highway network, it will also need to form a stronger place function within East Cullompton achieving safe and pleasant environment that responds to local context along its length.

The current alignment has the potential to disconnect key parts of East Cullompton which in turn may discourage walking and cycling. Low speed environments should be promoted with the reallocation of road space through the allocation area, enabling road users to give way on a more conciliatory basis facilitated by a range of both uncontrolled and controlled crossing points to cater for all users and abilities.

A strong sense of place will need to be created around Fordmore Farm, whilst facilitating movement in a manner that does not create unnecessary conflict between road users. Detailed highways design to reduce vehicle speed along Honiton Road will assist in ensuring that a higher priority can be given to the needs of pedestrians, cyclists and public transport users. The context of each section of the road within the East Cullompton area should be used to develop a proposed movement framework with distinct character types in residential, commercial and mixed use areas that seek to reduce the overall vehicle dominance of Honiton Road.

It should be demonstrated that the priority afforded to each mobility mode reflects its function within the development, and the volume of pedestrian and cycle traffic anticipated. Vulnerable road users should be given appropriate priority, noting that different demographics may benefit from alternative levels of priority over traffic. Within mixed use areas, at active travel crossings and in the vicinity of schools, where pedestrian footfall and cycle traffic is higher, priority should be facilitated through both active and passive means, relying on both signal crossings and informal crossings.

Junction layouts from Honiton Road should avoid highways dominance and will need to prioritise active modes, ensuring safe movement of pedestrians and cyclists across key areas of conflict. Alongside this, consideration should be given to other forms of mobility including e-mobility and traditional and future forms of shared mobility. It should be demonstrated that the level of priority is commensurate with its movement function and the vulnerability of road users, including priority at side roads and signal crossings at key routes along its length.

Consideration needs to be given to how the use of the corridor will change over time, both during the phasing of the development but also it's longer term life cycle. Mobility strategies should be developed to predict and incorporate



future expectations over the long term. Some flexibility should be incorporated to ensure that key interchange points can adapt to future mobility expectations. This might mean greater space for pick-up/drop-offs for example, the recognition of changing demands on the mixed use buildings fronting the route or the need for greater space for people to pass, stop, rest and socialise.

A co-ordinated design scheme is required for Honiton Road which would allow the road to perform a 'place' function regardless of volumes of traffic. Reduction in speed reduces the space required for vehicles as well as offering potential environmental benefits and reduced noise. Scheme design should demonstrate:

- Zoning of the route where it moves through either residential or mixed use areas with appropriate development frontages.
- Reallocation of space to multiple users.
- Active travel crossings at key desire lines.
- Place over movement function.
- Direct access points off Honiton Road while aiming to reduce the scale of access junctions.
- A range of parallel mobility solutions reducing the priority given to cars.

### Mobility Hubs



Mobility hubs are points in the new development where a range of mobility solutions are offered. Detailed proposals will need to be developed through design codes and planning applications and agreed with key stakeholders to ensure that Mobility Hubs are implemented at key locations in the town and throughout East Cullompton. The range of transport solutions available at these destinations should form part of a strategy that will seek to prioritise shared and active modes over the car, and provide a range of inclusive mobility solutions that can be utilised by the widest possible demographic. This may include on demand solutions such as bike or scooter hire, car club spaces, along with complementary services and facilitates that will encourage the take up of alternative modes such as buses.

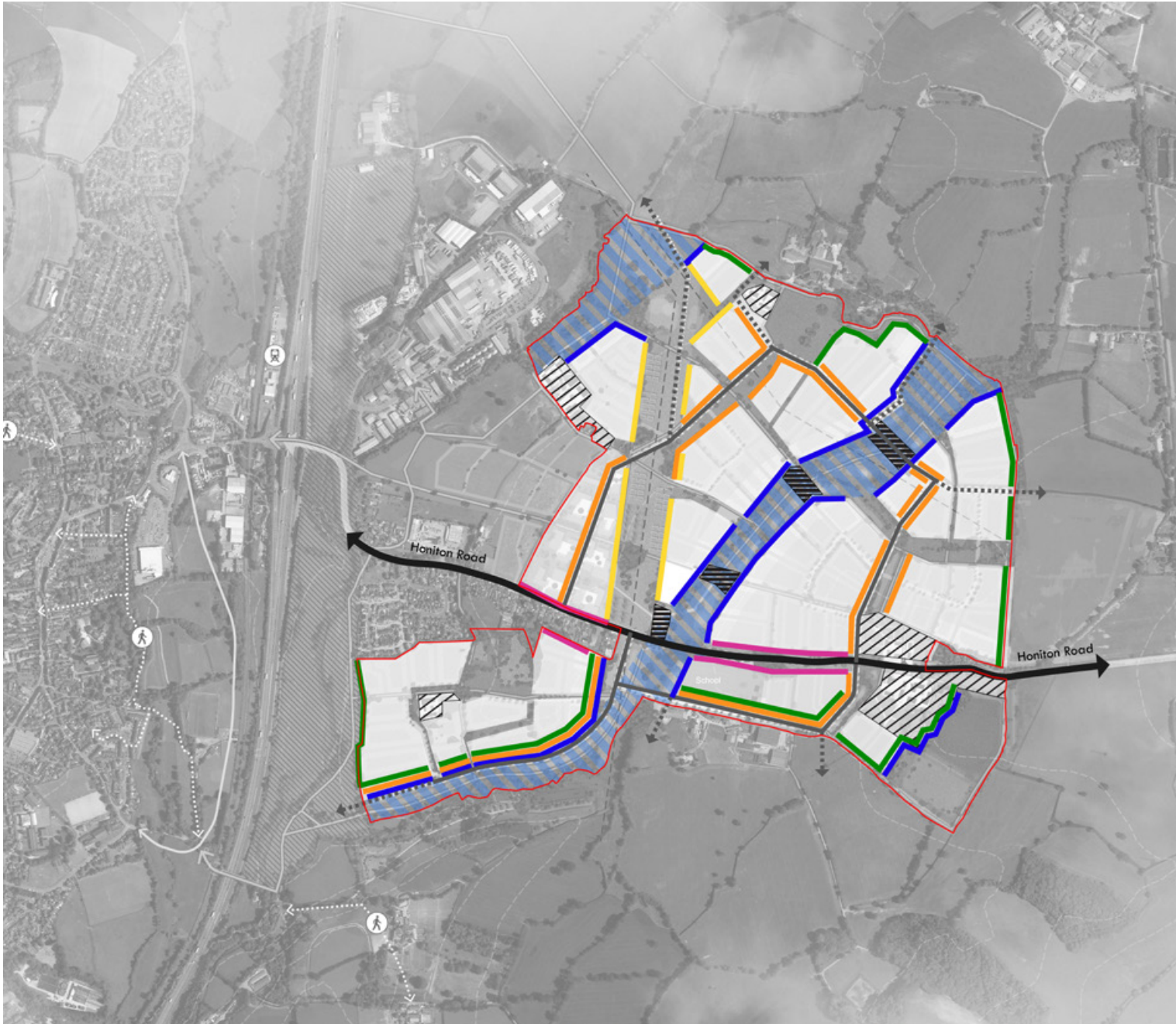
- Mobility hubs should be well integrated into development areas, providing high quality public spaces offering people an alternative to the private car.
- The success of mobility hubs will be dependant on usage, primary hubs should be prioritised in areas of highest demand, i.e. around the railway station, primary mixed use areas i.e. Formore Farm, the Town Centre and employment areas.
- Secondary and tertiary hubs can be provided as part of a wider interconnected network where they can provide services appropriate to their area. They will include a more limited provision of services, and points at which docking stations or drop off/collection points could be provided. These will need to be included within attractive and convenient locations throughout East Cullompton.
- The effectiveness of mobility hubs is reliant on a network that allows convenient and predictable movement to the wider area. They should aim to provide greater ease and offer a more attractive proposition than travelling by car. A clear branding across the whole hub network will increase visibility and user awareness, which would complement a marketing strategy to raise awareness, inspire change, and provide advice on how to use the facilities.
- Further detail on the provision of mobility hubs will be developed through planning applications.





Examples of mobility hubs, demand response travel and space dedicated to active travel.





East Cullompton Placemaking Framework

## 5.5 Placemaking

The Placemaking Framework is primarily made up of a combination of the Landscape, Mobility and Activity layers described above. This sets out the organisation of the key spatial features of the SPD masterplan and how they relate to each other. The following additional principles have been defined in response to site characteristics, the vision and through consultation as important placemaking principles for East Cullompton.

### Integrating water

- Masterplan proposals must demonstrate how water has been used as a positive placemaking feature. This may include areas of wetland, new water bodies and integration of moving water as a visible part of the scheme. It is expected that water will be incorporated into prominent areas of the plan i.e. in mixed use areas and at key crossing points of movement corridors.
- Development parcels should be clearly structured around water and water courses and explore opportunities for bringing key buildings closer to water.

### Overarching character

- It is expected that the overall character of East Cullompton will be defined by the interaction of buildings and the elements

described on the Placemaking Framework. There should not be arbitrary changes in character, instead neighbourhoods should be structured clearly around this Framework.

- Building enclosure and architectural detailing should be planned with sufficient consistency to a neighbourhood, street or greenspace to create recognisable character. Consistency can be achieved by providing a repeating pattern of development components such as building line, height, form, roof line, boundary treatments, architectural style, or restrained palette of high quality materials. Variations in these components should be done in a deliberate way to place emphasis on landmark locations.

### Key Frontages

- Buildings should provide frontage and overlooking onto adjacent publicly accessible streets and spaces. Rear fences, walls and parking courts must not become dominant features. In addition, the following have been identified on the Placemaking Framework as key frontages in setting the overall character and legibility of East Cullompton.

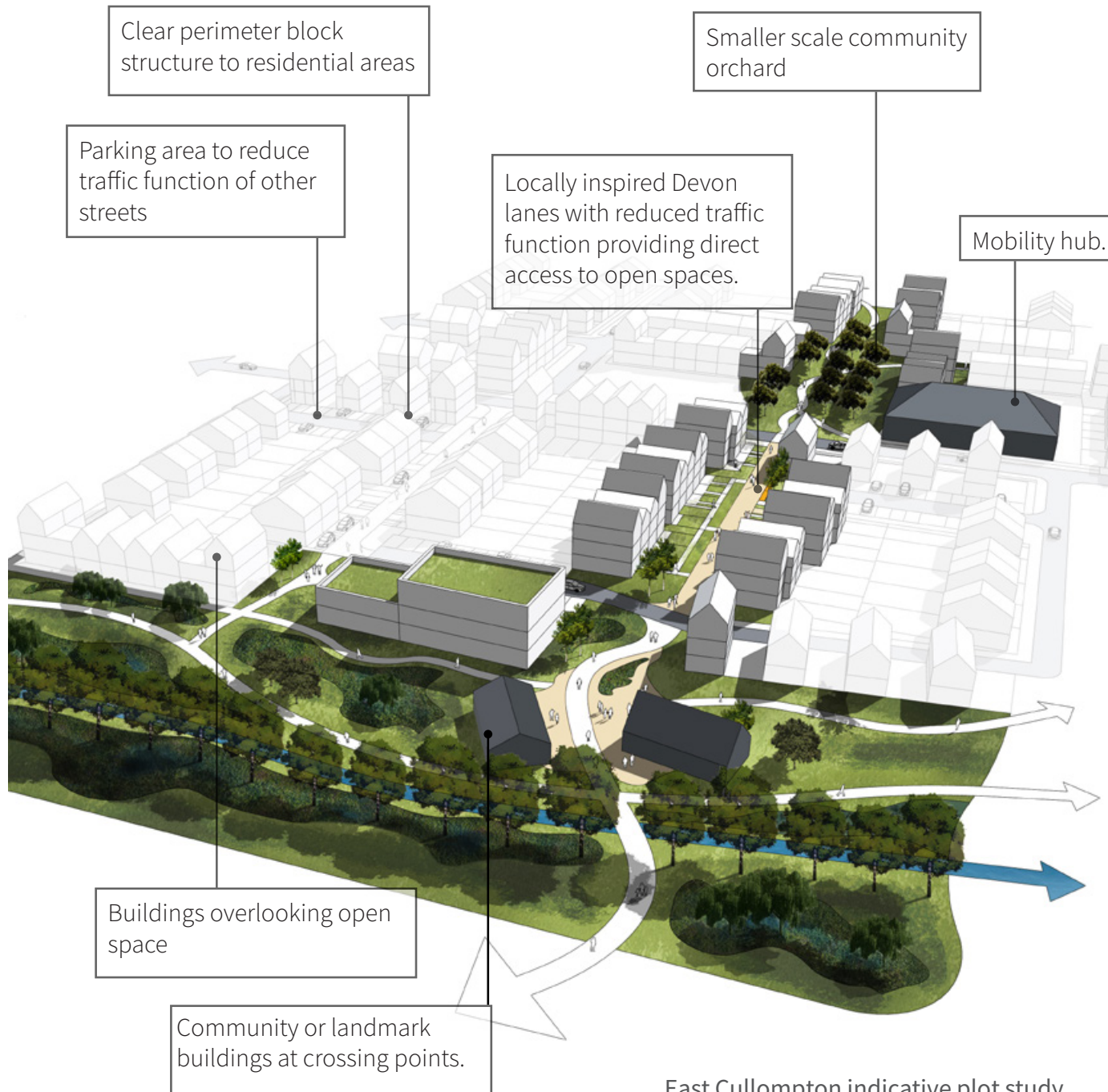


Consistent approach to character through materials, building form and building set back. Planted boundary to public space. Coloured render is used to add interest.



Example of a strong building frontage onto a green space.





- Blueway: The Blueways are a key organising feature of the masterplan, the open spaces of the Blueway are an important part of the character. Proposals must demonstrate how buildings can contribute to the character of these corridors in a consistent way. It is expected that a strong frontage is created to the Blueways.
- Primary Streets: Buildings should have active frontages with windows and front doors onto the street. Large areas of blank façades will not be allowed. The buildings along the street should have a uniform rhythm with consistent height, roof lines and massing with marker buildings in key locations as the exception to this. Buildings should have a consistent building line and set back from back of footway. The set-back should be minimum of 2 metres. Buildings should provide consistent and high degree of street enclosure. All gardens should have a defined boundary treatment such as a low wall with planting and this should be consistent along the primary street.
- Eastern Loop frontage: The Eastern Loop forms the development edge

East Cullompton indicative plot study

to East Cullompton and will meet the open countryside. Proposals must demonstrate how the building frontage can create a lower density edge where building massing is matched by tree and hedge planting.

- Honiton Road: The Mobility Framework describes how Honiton Road will need to change as part of East Cullompton to ensure that it forms a place function as well as its current movement function. A key part of that will be ensuring that a strong development frontage is created. Proposals must demonstrate how this will be achieved. It is expected that the building frontage will vary as the road moves through different areas including the mixed use community hubs, residential areas and the commercial area.
- Powerlines: Where powerlines are left in situ, they will present a significant obstruction due to their associated easements. Proposals must demonstrate how buildings will provide some overlooking of the powerline corridors from adjacent properties. It is expected that this will not be from the primary frontage of buildings but from gable ends with windows and building entrances. Continuous rear fences to publicly accessible green spaces will not be accepted.

### Landmark locations

- Mixed use community hubs: Non-residential buildings should reinforce the aspiration to utilise the rural character of the site and its context in the layout, detailing and choice of materials. Typically, this will involve single, or two storey buildings laid out in an informal arrangement within a very strong landscape utilising the form and type of materials found in the surrounding area.
- Crossing points: The Landscape Framework describes the use of crossing points as key points of orientation in East Cullompton. Landmark buildings should re-enforce this role with taller buildings, bringing buildings out into the landscape or including mixed use buildings.

### Layout

- The Landscape Framework sets out the strategic areas of open space in response to site constraints and to meet the local standards. In addition, proposals should demonstrate how smaller scale community spaces can be incorporated within residential areas to provide functional and attractive spaces close to home. These may incorporate informal or incidental play opportunities or spaces for orchards and outdoor seating areas.
- A clear, rational, and understandable



Strong building enclosure to streets and junctions.



Consistent street frontage and boundary.



Use of gable ends to provide overlooking.



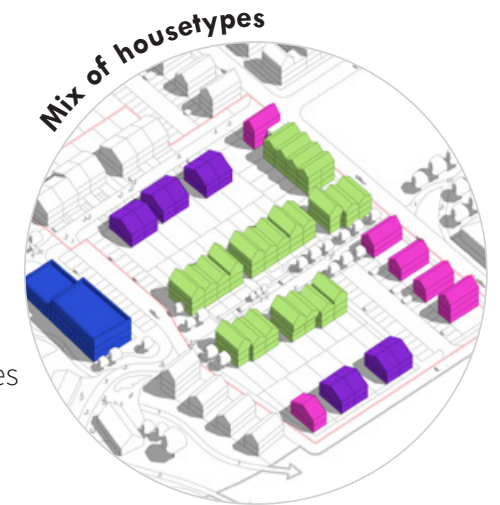
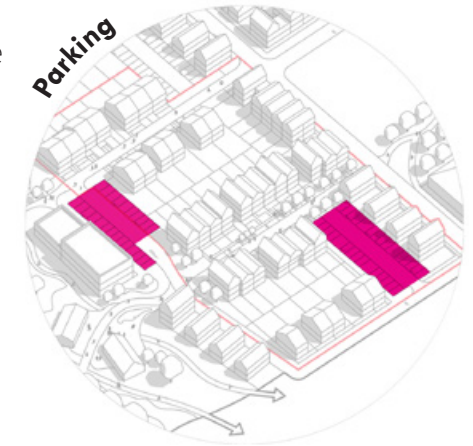
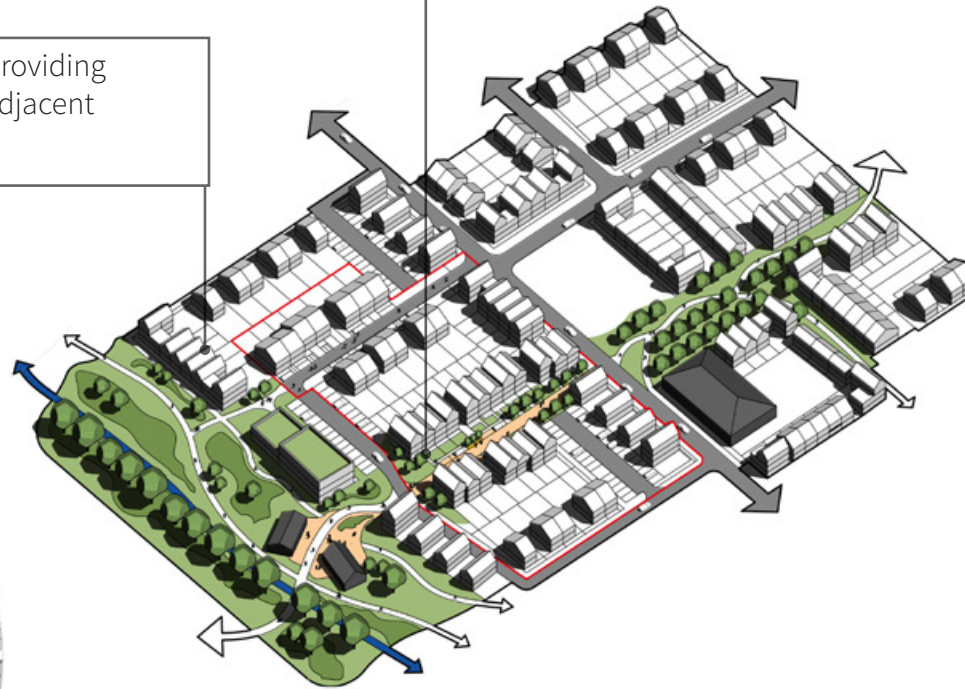
Variety of approaches to parking including areas of communal or more strategic parking for additional cars enabling tertiary streets to have a reduced traffic function.

Streets planned to provide good levels of permeability and lead to strategic areas of open space and mixed use areas to encourage walking and cycling.

Perimeter block structure providing consistent overlooking of adjacent streets and spaces.



Locally inspired lanes that are accessible, encourage social interaction, that provide good pedestrian and bicycle links to surrounding open spaces and that reduce the dominance of cars.



The housing density at East Cullompton allows for innovative and adaptable homes with a mix of detached, semi detached, terraced and apartments. Sufficient space for front and back gardens.



residential street layout is required which clearly delineates public and private space, avoiding small, inefficient and poorly overlooked spaces. The most effective way of achieving this will be with rational perimeter blocks with buildings clearly facing public spaces. Perimeter blocks are expected to be consistent throughout East Cullompton and should be of a sufficient scale to provide an easily understood structure to residential areas.

- Proposals must demonstrate how the residential block structure responds to the structuring elements of the framework above. For instance, by organising streets with direct links to primary streets, strategic green infrastructure, or mixed-use areas as far as possible to ensure a clear and legible street pattern.
- Homes should be planned to have front gardens of sufficient size to suit the needs of families and vulnerable groups in orientating on leaving and arriving home. Front gardens should be defined in a low wall or hedge in a consistent way along a street.
- Plots should allow appropriate space for the storage of bicycles.
- Building for a Healthy Life should be used as a useful accompanying checklist for application of good urban design principles.

## Parking

Dominance of highways and design for parking was cited as one of the critical failures of residential led developments in the Housing Design Audit for England undertaken by the Place Alliance. The Masterplan SPD does not intend to promote one outcome for parking, but proposals are expected to demonstrate how parking can be incorporated without having a detrimental effect on place making or the aspirations for encouraging other means of travel. Street designs should demonstrate how they create an unmistakable Mid Devon character.

- A range of parking solutions will be appropriate but preferred solutions should demonstrate how they will work alongside and encourage active travel as an attractive alternative.
- Innovative solutions to parking will be encouraged that explore incorporation of more strategic provision of parking through shared parking areas, car clubs and mobility hubs described in the Mobility Framework.
- Strategic parking should be provided in a way that avoids expansive rear parking courts that compromise the clear perimeter block structure and definition of public and private space.
- Proposals should demonstrate how the dominance of cars in streets will be avoided.



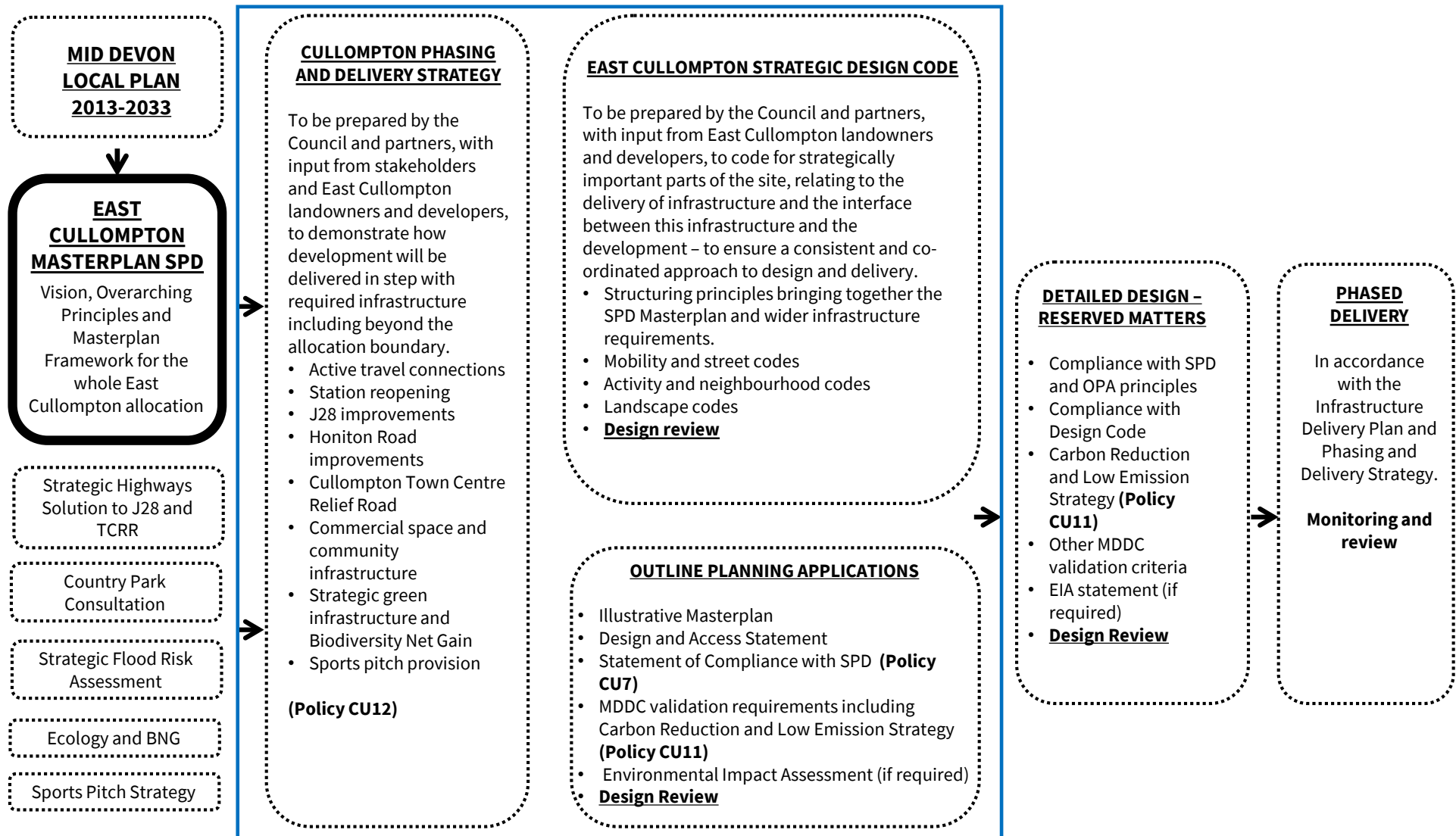
Courtyard parking with planting and overlooking



On plot parking to the side.



On street and on plot parking.



NB: Work within the blue box can be progressed in parallel but the Phasing and Delivery Strategy and Strategic Design Code are to be complete before determination of planning applications.

Planning and Design Process Flow Diagram: The role of the SPD in relation to the Local Plan and the planning application process

## 5.6 Infrastructure, Delivery and Phasing

### Delivery Strategy

It is essential that the development is taken forward in a co-ordinated and cohesive manner to ensure 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.

Local Plan Policy CU7 requires an agreed phasing strategy to ensure that development and infrastructure come forward in step, minimising the impact of the development, while ensuring it remains viable. Further detail in relation to specific phasing requirements is then set out in Policy CU12 including expectations for the phasing of commercial and housing, green infrastructure, highway improvements, bus service enhancements and transfer of land for the primary school. Phasing will be a critical factor in ensuring place quality and delivering the vision for East Cullompton. An effective phasing strategy will establish the opportunity for patterns of local living and sustainable travel from the outset.

There is more than one landowner and site promoter involved in delivering East Cullompton, and it is important that it should be delivered as a single unified development. How this is achieved in practice will be the subject of further discussions and collaboration between landowners, site promoters, stakeholders and Mid Devon District Council. Following the adoption of this SPD, the Council will work with stakeholders and landowners to prepare a phasing and delivery strategy to inform the sequence of development on the site, capacity of each phase coming forward and the associated infrastructure requirements. It is therefore anticipated that a Phasing and Delivery Strategy document will be produced prior to determination of any planning applications at East Cullompton. The Council recognises that the high infrastructure costs of this site will not solely be funded by the development. The Council will work with its partners and the development industry to secure external funding to ensure the delivery of the necessary infrastructure as necessary.

The Phasing and Delivery Strategy should:

- Achieve the spatial principles set out in this SPD, to create self-sustaining places which are supported by facilities and infrastructure;
- Set out phasing and milestones for delivery;
- Demonstrate delivery of on and off site infrastructure needed for the development in accordance with the agreed phasing and milestones;
- Be collaborative and developed by a joined-up delivery team comprising stakeholders who work together to build the various components of the masterplan;
- Set a clear plan for long term stewardship;
- Achieve the build-out rates needed to deliver the site allocation in the Local Plan, and captures uplifts in land value to resource the features needed to create a sustainable place;
- Be aligned with the phasing set out in the Council's Infrastructure and Delivery Plan and Local Plan Policies and this SPD; and
- Be adaptable, monitored and updated, and include provisions to overcome barriers to delivery.



### Strategic Design Code

It is proposed that a strategic design code for East Cullompton is prepared prior to planning applications for the site coming forward. The Design Code will be produced in parallel to the Phasing and Delivery Strategy and future planning applications. The purpose of this is to ensure a coordinated approach to more detailed design considerations with a specific focus on the strategically important aspects of East Cullompton and their relationship to planned infrastructure delivery. It is expected that the Design Code will assist the delivery of the requirements of this SPD and will include the following:

#### Structuring Principles

- The site wide framework, building on the SPD Masterplan, wider infrastructure requirements including preferred interventions at junction 28 and the Phasing and Delivery Strategy.
- Overarching character statement and design response to the requirements of the SPD.

#### Street and Mobility Codes

- Details of the infrastructure plan providing links to Cullompton, Junction 28 works and Honiton Road design scheme.
- Design approach to streets, spaces and active travel routes, including typical street sections for primary streets, secondary streets, tertiary

streets and active travel routes.

- Strategic approach to provision of mobility hubs, vehicle and cycle parking.

#### Neighbourhood Codes

- Mixed use hub and commercial area codes setting out layout principles, height, frontage, massing, character and public realm treatment.
- Codes for typical residential block structure, character, boundary treatments, frontage and amenity space.

#### Landscape Codes

- Codes for key areas of open space including the Blueways, Greenways, Eastern Loop and Community Greens covering size, function, character, materials, planting and layout principles.
- Sustainable urban drainage.
- Planting codes for retaining existing vegetation and new structural planting.
- Codes for public realm treatment.

### Ensuring a comprehensive approach

Further measures that could ensure a comprehensive and integrated approach to development will be explored with MDDC and could include:

- The role of a lead / master developer in co-ordinating delivery of site-wide infrastructure,

s106 obligations and planning applications, the draw-down and disposal of individual parcels of land and overall marketing and promotion;

- The preparation of an outline planning application for the whole allocation site or a process for the effective co-ordination and phasing of multiple applications that accord with the masterplan framework set out in this SPD;
- A consistent approach to the assessment of transport that starts with the vision for the site and then assesses the impacts on that basis, offsetting any impact with a range of agreed initiatives;
- The potential for community involvement through mechanisms such as a management company or community land trust (CLT).

This SPD has been prepared to assist a comprehensive approach to development and infrastructure across the whole site. A high level Infrastructure Delivery Plan and initial indicative phasing strategy and phasing principles are set out in the following sections to guide more detailed proposals.

## Phasing

Policy CU12 requires a phasing strategy for East Cullompton to ensure that development and infrastructure come forward in step. Phasing will be a critical factor in ensuring place quality and delivering the vision for East Cullompton. An effective phasing strategy will establish the opportunity for patterns of local living and sustainable travel from the beginning. In addition to the requirements of Policy CU12, the phasing and delivery strategy will be expected to demonstrate the following:

**An immediate step away from a “business as usual”, traffic-dominated environment to one that is genuinely pedestrian-friendly and has all the qualities of local living and village life built-in from the beginning building on the principles of the 20 minute place in each phase.**

- All phases are required to contribute towards the delivery of mixed-use, walkable communities from the outset. It is expected that phases will be planned around existing, new and expanded mixed-use clusters around established existing places or hubs such as Fordmore Farm including small-scale flexible workspace or workshops, local shops and space for community activities. The loose farmstead-type arrangements of barns and outbuildings of these places is an important

aspiration and key to developing a strong place identity and visitor experience that can help to ensure their long term success. These centres should be largely traffic-free and pedestrian priority.

- Priority must also be given to the early establishment of high quality, pedestrian-priority, public spaces in and around these hubs including community greens. This will help reinforce the sense of place and form the focus of village life from the start of the development.
- Street design through all areas of East Cullompton is planned to manage design speeds and avoid dominance of cars. The scale and width of new roads and streets is to be designed to slow or restrict traffic to create the intimate and people-friendly qualities of a village.
- Central to this will be the early transformation of the A373 Honiton Road. Early phases of development will happen on both sides of Honiton Road including development north and south of Fordmore Farm and the building of the primary school and crossing it must be made safe and convenient for everyone. This includes possible narrowing of the carriageway, and measures to improve the quality of the route for all users including pedestrian and cycle crossings.
- Early phases of development must make

active travel, and shared transport links to existing workplaces at Kingsmill and include connections into the allocated employment sites.

- Phasing should emphasise a linear east – west orientation of development to ensure priority is always given to ensuring connectivity back to Cullompton and employment areas.
- The early delivery of strategic active travel and Bus/Demand Responsive Transport connections between East Cullompton and Cullompton and beyond the boundaries of the East Cullompton site allocation is also a top priority. These may need to cross a number of land ownerships and across the physical barriers of the Culm, the M5 and the railway. The proposed new station will be a critical destination. The precise location of routes will be dependent upon the continuing work on improvements to Jct 28 and potential new links over the M5.
- Multiple, simultaneous phases may be appropriate where they can demonstrate compliance with the requirements above with development emanating from multiple centres.
- Early delivery of strategic areas of open space with clear walking and cycling routes from areas of development.



East Cullompton Indicative Phase 1 and 2

## Phases 1 and 2

Early phases are built around the mixed use community hubs, school site and associated Community Greens to build a sense of place and provide community facilities from the outset.

Complete active travel routes are delivered to connect back to employment areas and Cullompton. Honiton Road improvements delivered.

Commercial areas delivered in parallel.

Opportunities to deliver offsite landscape improvements to the Country Park and River Culm explored.

All infrastructure delivered in line with infrastructure delivery plan and Phasing and Delivery Strategy.

- Mixed use community hubs
- Residential
- School
- Green Infrastructure
- Active travel routes
- Commercial area delivered in parallel
- Country Park and landscape improvements to Culm river side
- Honiton Road improvements
- Access streets





**Subsequent Phases**

Further areas of development extend from Fordmore Farm with an east west orientation initially, strengthening links back to Cullompton.

Further areas of development are focused and expand from around mixed use areas and community hubs.

Complete active travel routes are delivered to connect back to employment areas and Cullompton and between neighbourhoods.

Commercial areas delivered in parallel.

Opportunities to deliver off-site landscape improvements to the Country Park and River Culm explored.

All infrastructure delivered in line with infrastructure delivery plan and Phasing and Delivery Strategy.

- Mixed use community hubs
- Residential
- School
- Green Infrastructure
- Active travel routes
- Commercial area delivered in parallel
- \* Country Park and landscape improvements to Culm river side
- Honiton Road improvements
- Access streets



East Cullompton Subsequent Phases

## East Cullompton Infrastructure Delivery Requirements

### Highways and Accessibility

Infrastructure Requirement	SPD Position	Local Plan Policy	Timing	Mechanism
Capacity improvements at M5 Junction 28	Masterplan designed to work with options for J28 – sets design principles for active travel connections across J28 and safeguarded routes to provide connection	Policy CU8 Policy CU12	Informed by capacity studies completed to assess the impact of the traffic generated from the site - provision likely to be required after first 500 homes completed and delivery of the Town Centre Relief Road	Funded through a combination of developer contributions and public funding
Cullompton Town Centre Relief Road	Masterplan provides design principles and locations for active travel routes and connection to the Town Centre.	Policy CU12 Policy CU20	To be delivered first prior to new homes being completed	Funded through a combination of developer contributions and public funding
Local highway enhancements to ensure any traffic impacts are mitigated	Determined through transport assessment work but to include early works to improve Honiton Road and introduce traffic calming (particularly around Fordmore Farm) which forms a strong place function in the Masterplan.	Policy CU8 Policy CU20	Delivered in Phase 1 (to be defined in the agreed phasing and delivery strategy) and then in step with development	Developer contributions towards identified works.
Reopening Cullompton Railway Station	Active travel links and safeguarded routes across the M5 and J28 to access the railway station shown on Masterplan.	Policy CU8	MDDC intention for the Station to be operational by 2025	Funded through a combination of developer contributions and public funding

Provision of a network of streets linking to the existing highway network	Sets requirements in terms of location and hierarchy of street design and active travel connections.	Policy CU8	Deliver connection to Honiton Road in Phase 1 (to be defined in the agreed phasing and delivery strategy) and then in step with development	Developers to show how facilitating these connections and contribute to improvement works.
Safe and attractive cycle and pedestrian links to and from the town centre	Active travel links and safeguarded routes across the M5 and J28 to access the town centre shown on Masterplan.	Policy CU8	Deliver in early phases and in step with capacity improvements to Junction 28 (to be defined in the agreed phasing and delivery strategy) and then in step with development.	Funded by developer contributions / linked to public funding projects. Developers to demonstrate how proposals link to the active travel routes and principles set in the SPD
Safe and attractive pedestrian and cycle links to Kingsmill Industrial Estate	Early phases of development must make active travel, and shared transport links to existing workplaces at Kingsmill and include connections into the allocated employment sites. SPD sets design requirements for development adjacent to employment sites	Policy CU8	Complete active travel routes delivered to connect back to employment areas and Cullompton town centre in early phases (to be defined in the agreed phasing and delivery strategy).	Delivered by developer
Local and strategic bus service enhancements	The early delivery of strategic active travel and Bus/Demand Responsive Transport connections between East Cullompton and Cullompton and beyond the boundaries of the East Cullompton site allocation is a top priority.	Policy CU8 Policy CU20	Improvements in step with phased housing development	Funded by developer contributions/bus operator



**Housing**

Infrastructure Requirement	SPD Position	Local Plan Policy	Timing	Mechanism
<p>Affordable Housing - 28%</p> <p>To include 10 gypsy and traveller pitches as a minimum</p> <p>Affordable extra care housing will be required either as part of an extra care development or delivered separately.</p>	<p>The Masterplan provides 72 hectares of land proposed for residential use, including market and affordable housing, serviced plots for self builders and gypsy and traveller pitches. Capable of delivering 2,600 homes at an average density of c. 35dph. Assumes limited residential uses will be incorporated in to the mixed use community hubs.</p>	<p>Policy CU7 Policy CU12</p>	<p>Trigger linked to market housing to ensure delivered together. Contribution within each phase of development and phased delivery linked to occupation.</p>	<p>Funded by developer – provision within each phase and to comply with policy target of 28% affordable housing, subject to viability</p>
<p>5% Self Build Plots</p>	<p>-</p>	<p>Policy CU7 Policy CU12</p>	<p>Provide all serviced self-build after strategic highways access to the site completed and operational.</p>	<p>Planning applications will be expected to include the 5% self-build plots and developers to identify plots for private sector purchase</p>

**Commercial**

Infrastructure Requirement	SPD Position	Local Plan Policy	Timing	Mechanism
<p>20,000 square metres commercial floorspace within the plan period and a further 12,000 post 2033</p> <p>To include a care home or retirement complex, appropriately scaled retail development and other suitable uses such as offices and a hotel or leisure development</p>	<p>Sets spatial and design principles for the delivery of new commercial floorspace adjacent to existing allocated employment areas and ensuring connectivity through these spaces to wider allocation site as well as to the Town Centre.</p>	<p>Policy CU7 Policy CU12</p>	<p>Provision of commercial development in step with housing, at a rate of at least 1 hectare per 500 occupied dwellings. Provision of active route connecting through these spaces to be safeguarded.</p>	<p>Phased provision of space and delivered by developer and offered to private sector</p>

**Community**

Infrastructure Requirement	SPD Position	Local Plan Policy	Timing	Mechanism
Primary school (630 place or 2 schools) including early-years provision and children’s centre service. SEN provision to be included.	Sets indicative location for the Primary School, as discussed with Devon County Council, to the south of Honiton Road and area of high accessibility, close to the proposed mixed-use areas. Will require early delivery.	Policy CU10 Policy CU12 Policy CU20	Transfer of serviced land at no cost to the County Council together with legal right of access for primary school(s) prior to the first occupation of residential development and contributions towards the build costs phased with development.	Funded by developer contributions
Contributions towards expansion of local secondary education facilities to meet needs arising.	-	Policy CU10 Policy CU20	In step with housing	Funded by developer contributions
Site of 2 hectares for a shopping and community centre, and the provision of a multi-purpose community building for youth, children and other community uses	Expected that phases will be planned around existing, new and expanded mixed-use clusters around established existing places or hubs such as Fordmore Farm including small- scale flexible workspace or workshops, local shops and space for community activities.	Policy CU10 Policy CU20	Delivery of mixed use local centre in Phase 1 (to be defined in the agreed phasing and delivery strategy) to build a sense of place. Then in step with future phases with development focused around community hubs.	Funded and delivered by developer
Contributions towards the expansion or	-	Policy CU10 Policy CU20	In step with housing	Funded by developer contributions



improvement of local library services				
Contribution towards sporting and leisure facilities	-	Policy CU10 Policy CU20	In step with housing	Funded by developer contributions
Contributions towards a new waste and recycling centre to serve Cullompton	-	Policy CU10 Policy CU20	In step with housing	Funded by developer contributions
Contribution towards expansion of emergency fire and rescue services	-	Policy CU20	In step with housing	Funded by developer contributions
Contribution towards healthcare and wellbeing facilities for Cullompton	-	Policy CU20	In step with housing	Funded by developer contributions

**Green Infrastructure**

Infrastructure Requirement	SPD Position	Local Plan Policy	Timing	Mechanism
<p>Provision of at least 40 hectares strategic green infrastructure and to deliver biodiversity net gain</p> <p>To include areas of equipped and laid out public open space, totalling:</p> <ul style="list-style-type: none"> <li>- 0.4 hectares of equipped children’s play</li> <li>- 0.12 hectares for teenage facilities</li> <li>- 6 hectares amenity green space</li> <li>- 9 hectares of parks sports and recreation grounds</li> <li>- 1.5 hectares of allotments</li> </ul>	<p>Masterplan provides 46 hectares strategic green infrastructure. Masterplan provides space for:</p> <ul style="list-style-type: none"> <li>- 0.4 hectares of equipped children’s play</li> <li>- 0.12 hectares for teenage facilities</li> <li>- 6 hectares amenity green space</li> <li>- 9 hectares of parks sports and recreation grounds</li> <li>- 1.5 hectares of allotments</li> </ul>	<p>Policy CU9 Policy CU12 Policy CU20</p>	<p>Early delivery of strategic areas of open space with clear walking and cycling routes from areas of development and delivered in step with development.</p> <p>Public open space provided at a rate of at least 1 hectare per 150 dwellings or phased to deliver a larger area of multi-functional public open space at a suitable stage in the development</p>	<p>Funded / provided by developer</p>
<p>A strategic landscaping and tree planting scheme to mitigate landscape impact, protect the</p>	<p>Sets Landscape Framework to use the existing cues in the landscape to frame interventions ensuring that new development is rooted in the existing qualities of the site and that incoming</p>	<p>Policy CU9</p>	<p>Scheme to be agreed prior to construction. Phased delivery as development comes forward</p>	<p>Funded / provided by developer. Principles to be agreed in site wide design code.</p>

setting of the Blackdown Hills Area of Outstanding Natural Beauty, and enhance biodiversity and the character of development	open spaces simultaneously provide multiple benefits to people, wildlife, and the environment informed by a natural capital approach.			
Appropriate provision of a sewerage system to serve the development and a strategically designed, and phased, Sustainable Urban Drainage Scheme to deal with all surface water	A high-level drainage strategy has been developed as part of the SPD. The principals of the strategy are to allow for rainwater storage on plot and then the remaining storage provided as a combination of network storage feeding into larger strategic storage elements as shown on Masterplan. Sets further principles in relation to detailed SuDS design.	Policy CU9	SuDS strategy to be developed as part of future planning applications, in accordance with the Strategic Flood Risk Assessment. Phased delivery as development comes forward.	Funded / provided by developers.

### Carbon Reduction

Infrastructure Requirement	SPD Position	Local Plan Policy	Timing	Mechanism
Carbon Reduction and Low Emissions Strategies	To set clear principles around carbon reduction and framework as part of each planning application.	Policy CU11	To be submitted with each application for each phase. Phased delivery as development comes forward	Funded / delivered by developers. Also to be considered in Strategic Design Code to allow for spatial implications associated with decarbonisation (e.g. renewable energy solutions on site).





# SECTION SIX

# GROWING EAST

# CULLOMPTON

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**Developing a framework for  
the wider opportunity area**

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**Activity**

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**Landscape**

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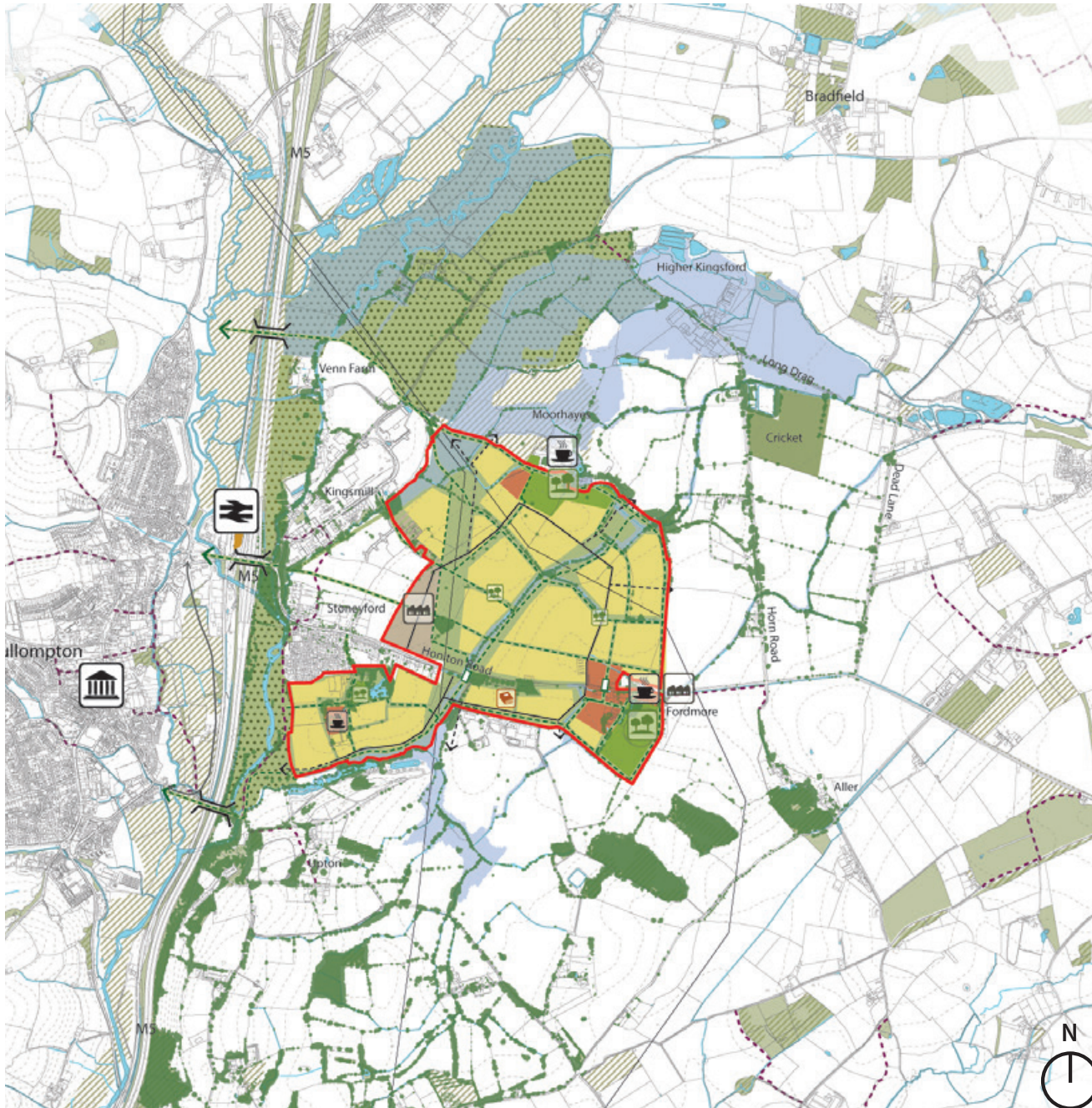
**Mobility**

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**Placemaking**

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Simplified version of the East Cullompton Allocation Area Masterplan

## 6.1 Developing a framework for the wider opportunity area

The Masterplan SPD for the East Cullompton Allocation has been developed alongside the exploration of a Masterplan which considers opportunities associated with the wider Culm Garden Village project.

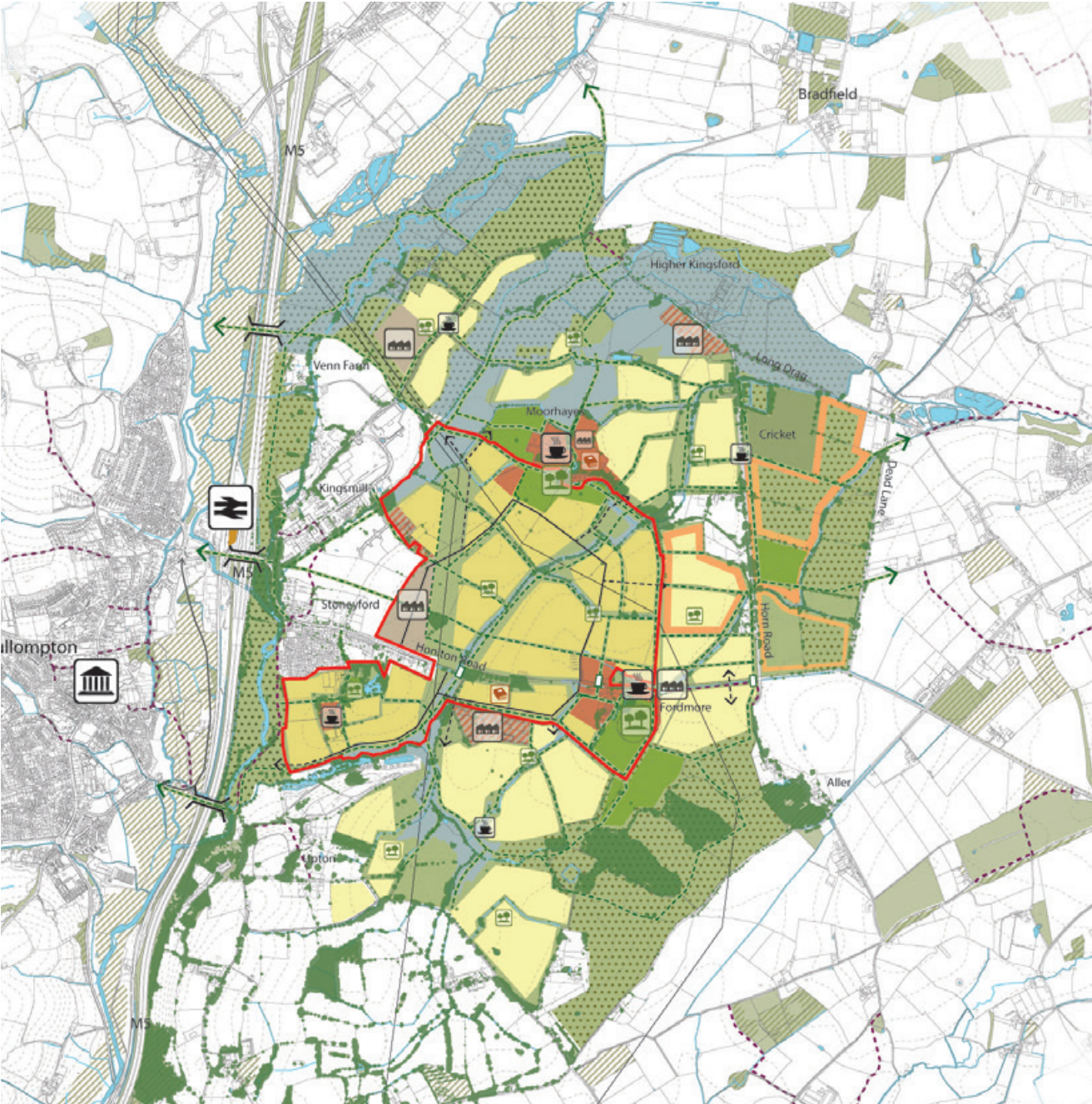
The Masterplan and principles described in the previous section set out how the requirements of the Local Plan could be met at East Cullompton. The Masterplan demonstrates how multiple influences can be reconciled and brought together into a comprehensive plan without any further development associated with the wider Garden Village.

This section sets out how the principles defined within the allocation area for East Cullompton could be used to inform a model and framework for further growth to the east of Cullompton should the Garden Village project continue, without setting defined outcomes.

**The opportunities set out for the wider Garden Village in this section are intended to provide a commentary and indicative arrangement only, further work will be required to define any proposals definitively through the Local Plan process.**



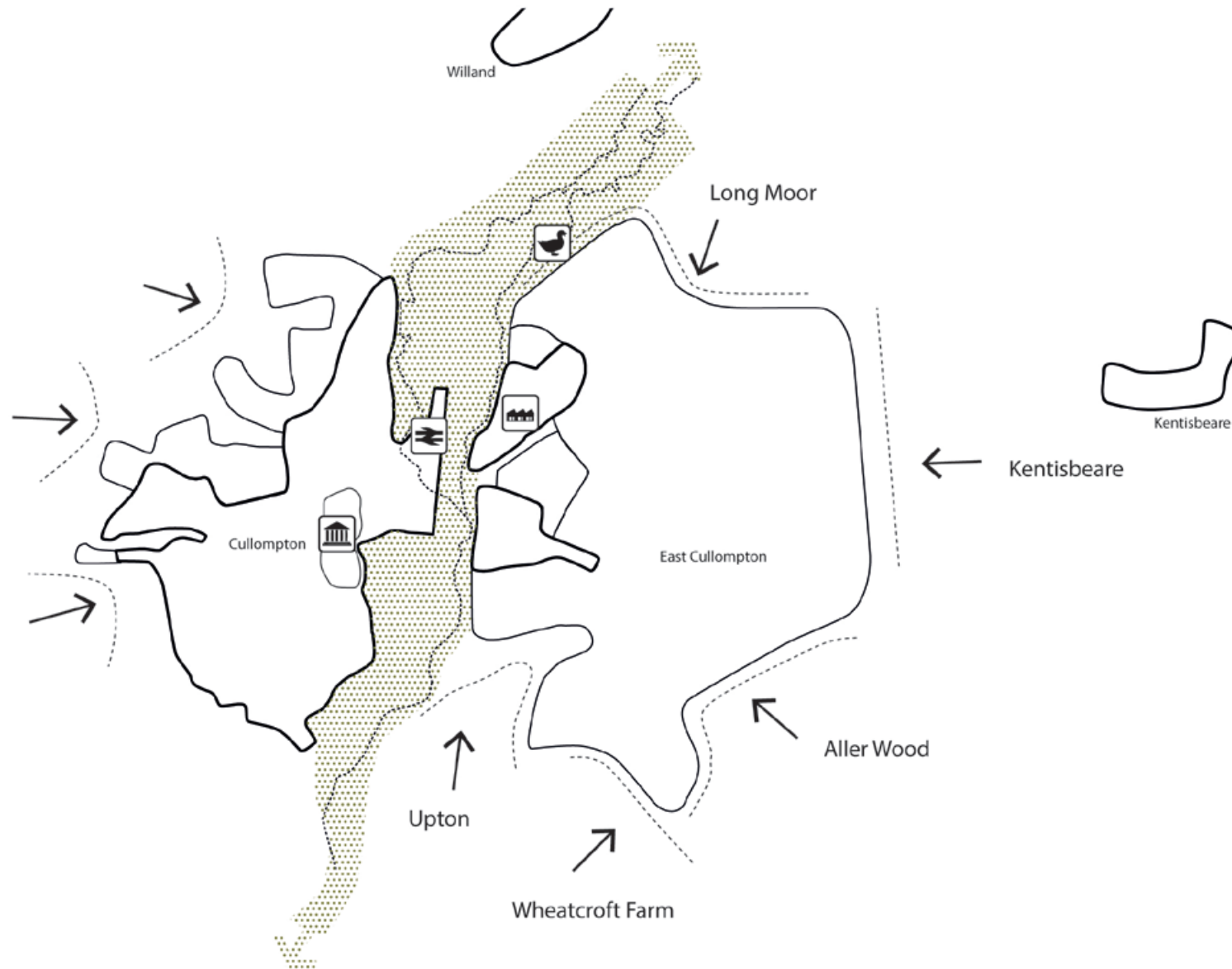
The plans presented in this section show one possible way that East Cullompton could grow in the future following the same placemaking principles established for the allocation area masterplan and is intended to be illustrative only.



- Allocation boundary
- Development area (allocation)
- Wider development area
- Mixed use areas
- Employment areas
- Primary School location
- Potential all through school location
- Strategic green infrastructure
- Indicative Country Park
- Tree canopy
- Neighbourhood parks and sport
- PROW
- Active travel routes
- Potential bridge crossings
- Honiton Road crossings
- Main streets
- Surrounding priority habitats
- Local open space
- Community hubs

A masterplan framework for the wider Culm Garden Village project





Influences defining the settlement extent of the Garden Village



Opportunities to explore in the wider Garden Village Masterplan informed by the East Cullompton Masterplan:

### Defining the settlement extent

The overall extent of the Garden Village should always link strongly back to existing parts of Cullompton to support the aspiration for new development to feel as though it is a part of one town. The Garden Village should also continue to be organised around a primary infrastructure of open spaces, active travel routes, community hubs, employment and mixed-use community hubs. Residential areas should be planned to form an overall coherent structure of walkable communities clearly linked to the primary infrastructure. Retaining a compact form overall should be a priority to avoid peripheral areas becoming car dominated. Residential areas should continue to be brought forward in step with improved infrastructure, strategic open space and employment space to assist with shift away from a reliance on out-commuting.

The extent of the Garden Village should be driven by the natural capital opportunities defined below, should respect the landscape character of the area and the key influences at the edges of the site including:

#### Long Moor

An area of historic water meadows in the north that provides the setting for listed buildings and could become part of a large Country Park

to serve new and existing parts of Cullompton and nearby villages. Landscape character, areas of flood constraint, priority habitats and opportunities for wetland and woodland planting should frame development extent and character to the north.

#### Horn Road

This area is characterised by large rectilinear fields, straight roads with verges and mature hedgerow trees that create a distinct 'grand avenue' feel. The objective of maintaining settlement separation from Kentisbeare and an appropriate settlement edge and transition to the open countryside around Horn Road has also been clearly stated through local consultation. The distinct linearity and rectangular layout could inform the identity and character of a new neighbourhood framed around new broadleaf planting, avenues and terraces, allowing retention of important trees and hedgerows to create a strong landscape to the eastern edge of the Garden Village.

#### Aller Woods

The two ancient woodlands on the hillside to the southeast could be linked through new woodland and grassland areas offering recreation and productive woodland potential that would expand this important habitat. The Garden Village

should maintain an appropriate set back from areas of woodland and the local ridge utilising existing lines of vegetation to define the edge of the Garden Village.

#### Wheatcroft Farm

Development should respect and avoid harming the character of the area around Wheatcroft Farm with an irregular medieval intact field pattern of ancient important hedges, veteran trees, and remnant traditional orchard which offer significant biodiversity and landscape value.

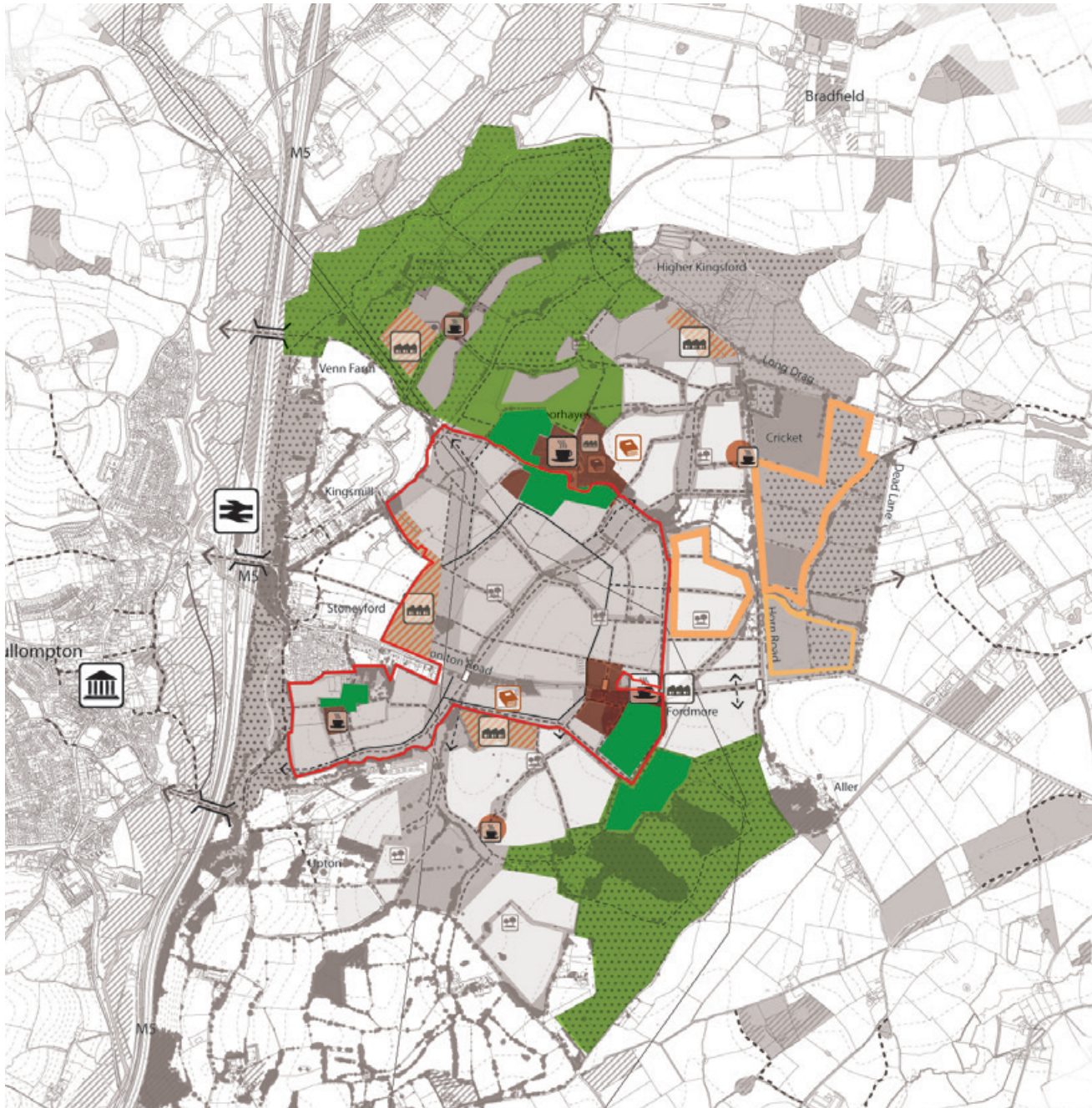
#### Upton

Use the landform of the local ridge at Upton to enclose the extent of the Garden Village. This is a pronounced and distinct ridge offering views east towards Blackdown Hills and intimate streamside landscape that provides the setting for Upton Lakes holiday lodges.

### Residential Capacity

The capacity testing undertaken at this stage utilising these principles suggests a Garden Village of around 5000 homes is possible in this location at an average density of 35-40 dwellings per hectare. The final capacity will be developed through further testing and local consultation.













**Expanding the 20 minute place principle**

The Land Use plan shows how the principle of building the community hubs around existing farm buildings could be expanded. The Wider Garden Village could include the further expansion of Fordmore Farm linked to a strategic area of open space or Country Park to the south around existing and extended blocks of woodland. In addition, the area around Moorhayes could be explored as an additional community hub to the north, reducing the walk distances. Moorhayes could mirror Fordmore in identity and form and incorporate similar community, retail and community spaces and also link to the potential Country Park to the north around the River Culm and Ken.

**LEGEND:**

-  Allocation boundary
-  Mixed use areas
-  Employment areas
-  Primary School location
-  Potential all through school location
-  Indicative Country Park
-  Neighbourhood parks and sport
-  Community hubs



Land Use opportunities in the Wider Garden Village

## 6.2 Activity

Opportunities to explore in the wider Garden Village Masterplan informed by the East Cullompton Masterplan:

### Mixed Use Community Hubs

Explore the potential to expand Fordmore Farm centre further to the east along Honiton Road in a way which retains the character of this area.

- Explore the potential for the area around Moorhayes to expand to become more of a community focal point in the north taking equal significance and function to Fordmore in the wider Garden Village.
- The form of Fordmore and Moorhayes could mirror each other to the north and south of Honiton Road providing a mixed-use area of community buildings, workspace and shops in a strong landscape defined by the Community Greens with a direct connection out to the Country Parks to the north and the south.
- Further Community Hubs providing facilities like local shops, community meeting spaces and small scale workspaces should be explored to minimise walking distances anchored to other uses including schools and sports clubs.

### Integrating Commercial Space

The original Garden Cities were based on a strong foundation of industry and employment. The TCPA's Garden Village principles include the need for a wide range of jobs within

easy commuting distance of homes. Further integration of commercial and workspace will therefore be essential to the successful growth of East Cullompton into a larger Garden Village. Opportunities for new and expanded commercial and employment areas should be explored alongside any plans for a growing community.

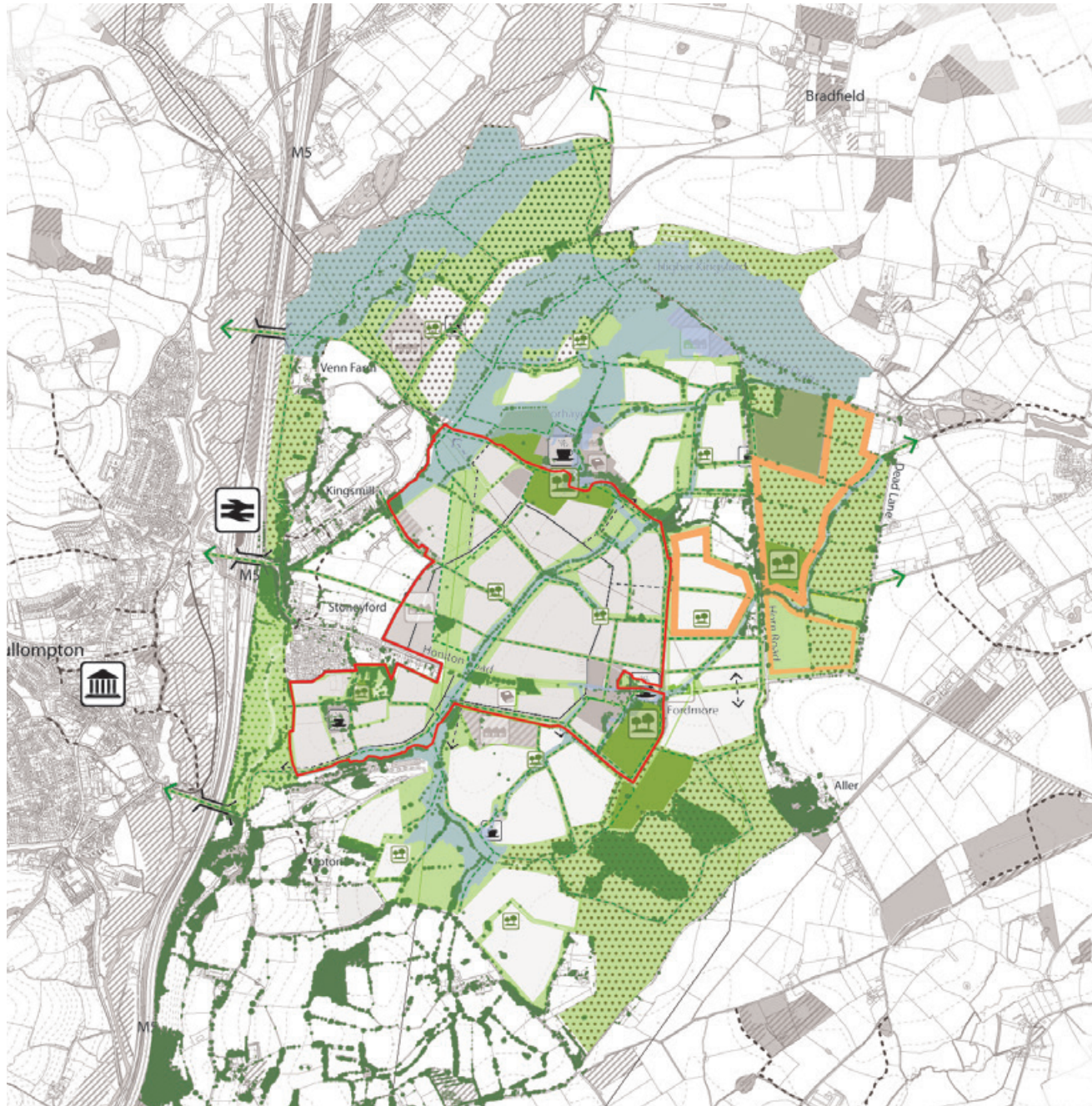
- Further expansion and intensification of the industrial uses around Kingsmill and Stoneyford should be explored in the Wider Garden Village particularly in areas of high accessibility to the railway station and junction 28 of the M5. The area immediately around the station may offer some potential for intensification and incorporation of additional space.
- The potential to retain and expand existing employment clusters at Higher Kingsford and Aller Barton should be explored.
- The potential to incorporate further commercial and employment areas at Fordmore and Moorhayes community hubs should be explored.
- The potential to incorporate small scale workspace and work hubs within residential areas, with a particular focus around smaller scale community hubs should be explored.

### Schools

The emerging education strategy for the wider Garden Village includes provision of an all-through education campus to include both primary and secondary provision alongside a further separate primary school.

- Plans for the wider Garden Village should determine the most appropriate location for the all-through school demonstrating a priority for walking, cycling and bus links to the school site.
- Potential to co-locate the all-through school with proposed sports clubs to the east of Horn Road should be explored.
- The potential to use the larger, all-through school site to establish an appropriate eastern edge to the Garden Village should be explored, avoiding a 'hard' urban edge to the Garden Village.
- The potential for a second primary school site near Moorhayes should be explored. A school in this location would reduce the walk distances to school sites from residential areas and would also support the creation of a secondary community hub in the area around Moorhayes and the proposed Country Park.





LEGEND:

-  Allocation boundary
-  Potential all through school location
-  Strategic green infrastructure
-  Blueways
-  Indicative Country Park
-  Tree canopy
-  Neighbourhood parks and sport
-  PROW
-  Greenways / Active travel routes
-  Potential bridge crossings
-  Surrounding priority habitats
-  Local open space



Landscape opportunities in the Wider Garden Village



## 6.3 Landscape

Opportunities to explore in the wider Garden Village Masterplan informed by the East Cullompton Masterplan:

### Blueways

- Blueways could continue to provide a central organising feature of the Garden Village. The three Blueways established within the allocation area could extend through further development areas and beyond into the surrounding landscape. Additional Blueways could be established to the north and the south along additional existing watercourses. Blueways would continue to be a key connecting feature of the area and could provide attractive connections to, and effectively an expansion of, large open spaces and country parks to the edges of the Garden Village.
- Explore the potential to create a new watercourse to the north of Moorhayes providing a better defined water and drainage channels potentially reducing flood risk as well as providing a key placemaking feature in an expanding community hub at Moorhayes.
- Use the leat as a key placemaking and connecting feature through the larger Garden Village site.
- Potential for incorporating large wetlands or waterbodies could be explored in the Country Park to the north of Moorhayes and in the low lying basin between Upton and Aller Barton.

### Greenways and Loops

- The principle of the Greenways could continue, expanding connections and attractive active travel routes across the larger Garden Village area.
- The Eastern Loop established within the allocation area can become a green infrastructure corridor within the extended settlement area of the Garden Village with development on either side. A new Eastern Loop could be defined around the edge of the new Garden Village. The extended Eastern Loop can set the landscape edge of the Garden Village establishing the relationship to Kentisbeare and views of the Garden Village from the surrounding landscape.
- An extended Eastern Loop can provide a recreational route around the edge of the Garden Village, connecting to the planned Country Parks and providing interaction and potential connectivity into the open countryside.

### Community Greens

- The Community Greens established at Fordmore and Moorhayes, at the edge of the allocation boundary could expand into the wider Garden Village area to serve a growing community.

- The Community Greens established at Fordmore and Moorhayes could be planned to link directly into the proposed Country Park areas to the north and the south as part of a much larger open space resource.
- Additional, smaller Community Greens can be established as part of additional mixed-use areas within the wider Garden Village opportunity area providing local open space.
- Community Greens can continue to create a rural character and strong landscape structure as a key part of mixed use community hubs.

### Sports Hub

- There is an opportunity in the wider Garden Village area to establish a sports hub that consolidates relocated sports clubs with playing pitches required as a result of the growing community. The sports hub would be located to the east of Horn Road around the proposed cricket club. Sports pitches would provide a good fit with the linearity of this landscape which is also relatively flat.
- A primary sports hub could work alongside smaller sports facilities within the Community Greens.
- Opportunities for co-locating the all-through school with the sports hub should also be explored to take advantage of the potential to share facilities.

### Opportunities to explore in the wider Garden Village Masterplan informed by the East Cullompton Masterplan:

#### Country Parks

- In addition to the Proposed Country Park planned to the north around the River Culm, there is potential to establish a second Country Park to the South around the blocks of woodland near Aller. This Park could have a different character to the lower lying riverside park to the north with areas of parkland and additional areas of woodland planting connecting woodland blocks together.
- Explore the potential for other areas of strategic open space such as the Blueways and Greenways to connect in to the Country Parks to ensure habitat connectivity and to bring the benefit of naturalistic open space into development areas and throughout the Garden Village.

#### Flooding and Drainage

- The overall aim for the wider opportunity area will be to continue the main principles of the drainage strategy for the allocation area.
- Particularly in the north and south of the wider opportunity area, the ground levels are flatter than the allocation area and therefore larger single attenuation basins / ponds will be possible which can aid with development of strategic drainage areas and raises potential for permanent wet features such as water bodies and wetlands.
- 

- Management of development levels, drainage and surface water flow paths will be key elements for managing flood risk in these areas which require agreement with the Environment Agency regarding how these features can interact with the existing floodplains and flow routes.

#### Natural Capital

##### Carbon

- Retain existing woodland, trees and hedges for carbon storage.
- Minimise disruption to soil from beneath hedges and trees and if disturbed, store as carefully as possible.
- Habitat improvements for increased carbon storage. Establish new areas of broadleaf woodland, wetland and grasslands with native species. The area marked **(1)** is identified as an area with particularly high potential for increased tree cover.

##### Habitats Grassland Features

- Retain existing grassland habitats where possible.
- Establish new grasslands including north south connectivity in area marked **(6)**.
- Incorporate grasslands, alongside additional tree planting, around existing woodland to the south in area marked **(2)** to enhance connectivity, biodiversity and carbon storage.

##### Habitats Woodland Features

- Retain existing features.
- Establish new areas of woodland planting including to the north in area marked **(3)**. Woodland features here would link the woodlands around Kingsmill to those around Bradfield. There is a synergy here with grassland and wetland networks, so woodland pasture, or marshy grassland would be beneficial.

##### Habitats Wetland Features

- Retain existing features.
- The vast majority of the area is an opportunity for new wetland features. Establishment / enhancement of wetland features in the north would help make the existing network bigger, better, and more joined up, whilst in the south would help in establishing new corridors.
- The area marked **(5)** is especially good for establishing wetland adjacent to existing wetland habitats, as part of the proposed Country Park. There is a synergy here with a potential for woodland creation, and also grassland creation as well. This means that wet woodland or wet grassland features would benefit these networks as well.
- Wetland features in area marked **(4)** would link the wetlands around Kingsmill to those around Higher Kingsford. There is a synergy here also with a potential for woodland

creation, and also grassland creation as well. This area co-insides with the potential creation of a new watercourse to reduce flood risk.

Natural Flood Management

- Position SUDS features in areas of high infiltration and storage adjacent to existing watercourses.
- Include native deciduous tree. In particular, planting in areas marked **(A)** will benefit natural flood management and biodiversity of the area.

Water Quality

- Retain existing hedges and trees to break flow pathways to streams.
- Enhancing areas marked **(B)** with additional planting of native species of hedgerow and woodland would help break the connections between the land and the water courses to improve water quality.
- Establish native habitats and SUDS in area marked **(7)** to take advantage of soil conditions.

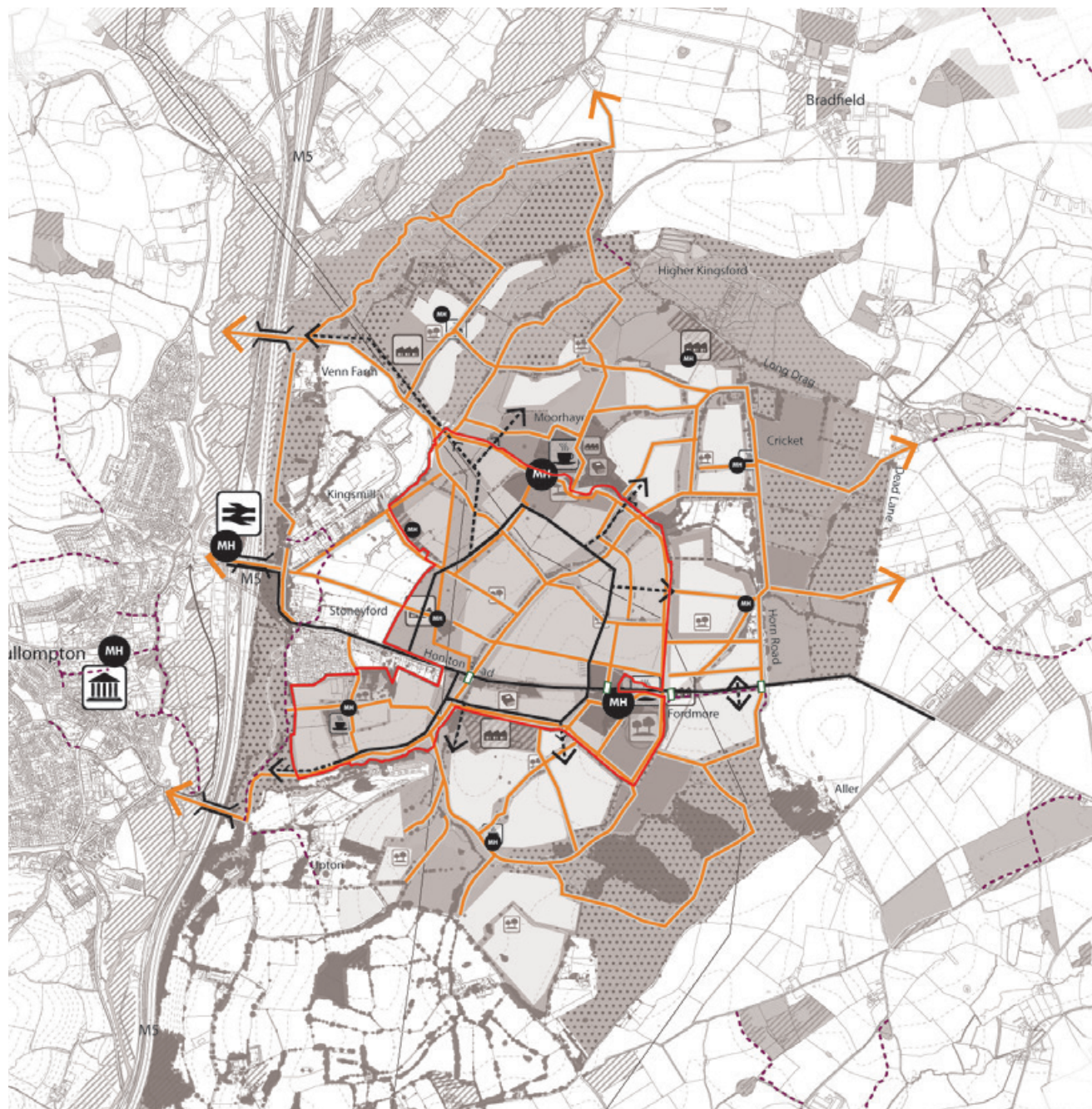
Urban cooling

Retain existing trees and woodland and establish new tree planting and areas of woodland.



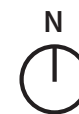
Natural Capital and Ecosystem Services opportunities in the Wider Garden Village





LEGEND:

-  Allocation boundary
-  PROW
-  Active travel routes
-  Potential bridge crossings
-  Honiton Road crossings
-  Main streets



Mobility opportunities in the Wider Garden Village

## 6.4 Mobility

Opportunities to explore in the wider Garden Village Masterplan informed by the East Cullompton Masterplan:

### Active Travel

- Further active travel crossings of the M5 to the north, in addition to the central and southern crossing.
- The principle of a regular grid of active travel routes utilising Blueways and Greenways can be applied to the wider Garden Village opportunity. Additional routes should be planned that demonstrate connectivity to key destinations and how they can offer priority over use of private cars.
- Active travel routes can be planned to connect into existing public rights of way around Kentisbeare. Potential for an improved route to Willand should also be explored.

### Street Hierarchy

- The Street hierarchy principles established as part of the East Cullompton allocation area can be applied to the Wider Garden Village.
- Proposals for the wider Garden Village should demonstrate how the primary street network can be effectively expanded to serve the larger development area without compromising the need for a clearly understood primary street network.

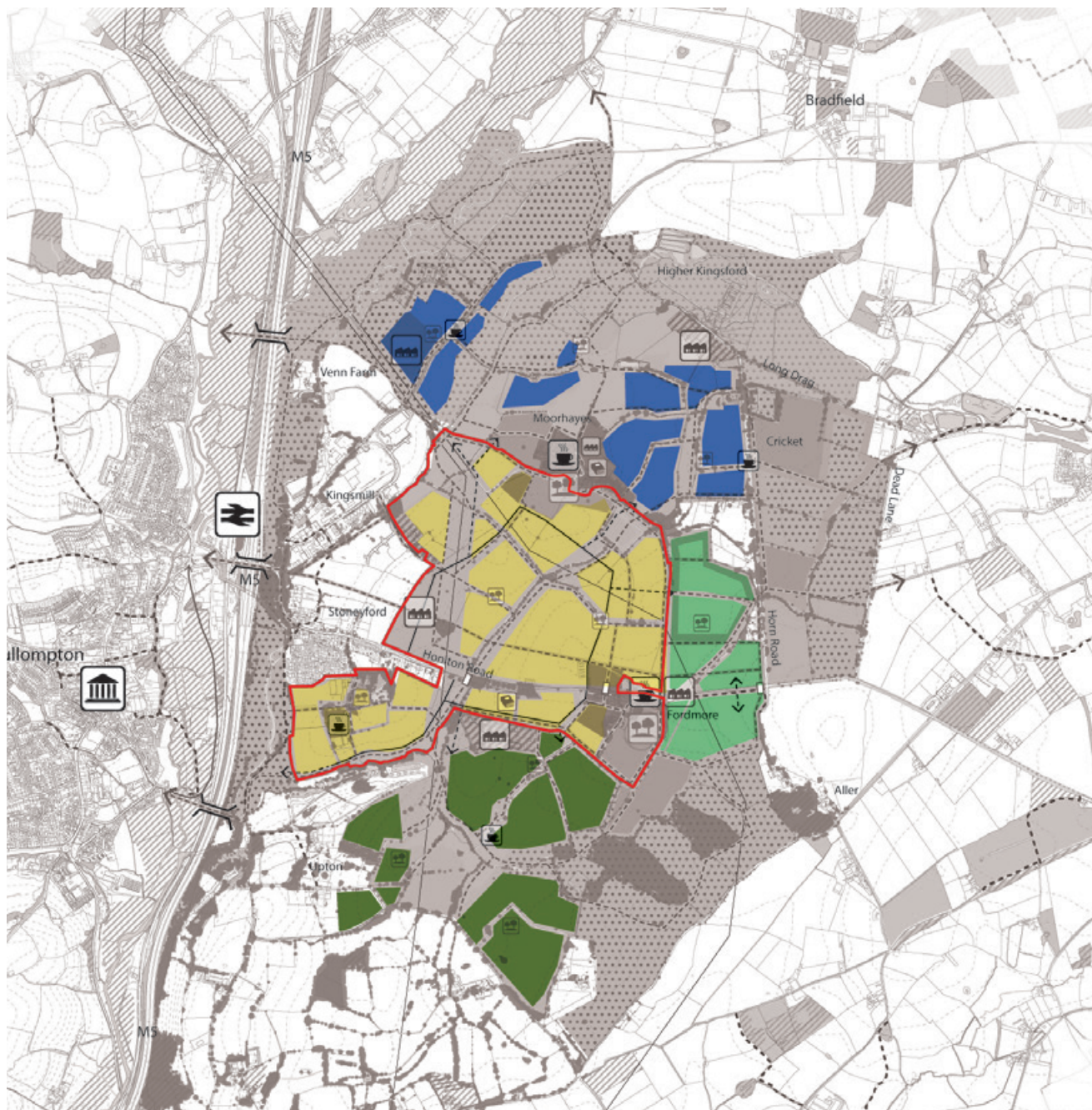
- Any improvements to Honiton Road should expand into the wider Garden Village area with additional crossings established to coincide with active travel routes.

### Mobility Solutions






The mobility strategy for the site should evolve to embrace the innovation, new technology and new mobility solutions that may emerge as East Cullompton grows. A successful larger settlement can support a broader range of services and therefore greater levels of self containment. The mobility strategy should continue to be driven by the vision and issues such as parking standards and timing of infrastructure kept under review to support the overarching principles at East Cullompton.

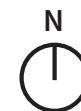
Mobility hubs and public transport should continue to be planned following the principles from the allocation with a focus on key areas of activity and ensuring that more peripheral areas of the settlement, with longest walk distances, are well served.





LEGEND:

-  Allocation boundary
-  Central Character Area
-  Woodland Character Area
-  Avenues Character Area
-  Water Meadows Character Area



Character Areas in the Wider Garden Village



## 6.5 Placemaking

Opportunities to explore in the wider Garden Village Masterplan informed by the East Cullompton Masterplan:

The placemaking and phasing principles established as part of the East Cullompton allocation area should continue to influence the character of the wider Garden Village with a review of lessons learned from early phases.

The potential to use the following influences to determine the layout of streets, spaces, and development parcels as well as materials and planting should be explored. These features can be used to define a four distinctive character areas to the Garden Village.

- The central character area of East Cullompton framed around the central Blueways and Fordmore Farm.
- The Water Meadows character area formed around the influence of lower lying, flatter areas to the north close to the River Culm, the Country Park and the greater presence of water.
- The Avenues character area framed around the longer, straight lanes, avenues and field patterns around Horn Road and Dead Lane emphasised in development areas to the east.
- The Woodland Character Area where the large blocks of woodland and the presence of mature trees in the area to the south of Fordmore Farm could define the character of development parcels and open spaces to the south.



Additional character influences in the wider Garden Village area

