



East Cullompton Phasing and Delivery Strategy

Draft - June 2026

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1. Introduction

Role & Purpose

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| <p>1.1 This Phasing and Delivery Strategy (PDS) sets out how East Cullompton should be planned, phased and delivered as a coordinated, high-quality extension to Cullompton and as the first phase of the wider Culm Garden Village. It translates the vision and principles established through the Mid Devon Local Plan 2013-2033, and further articulated in the adopted Masterplan SPD, which was adopted in 2023, into a practical delivery framework for landowners, developers, infrastructure providers and decision-makers.</p> <p>1.2 The Masterplan SPD calls for 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. Within this, there is the need to co-ordinate the establishment of community and commercial facilities, public open spaces, and enhancements to the landscape and biodiversity alongside delivery of 1,750</p> | <p>homes by 2033, with an additional provision of at least 850 residences post-2033.</p> <p>1.3 Beyond that, East Cullompton is envisioned as the first phase of the prospective Culm Garden Village project, aimed at accommodating up to 5,000 new homes, alongside further associated community facilities and infrastructure.</p> <p>1.4 There are multiple stakeholders involved in delivering at East Cullompton and the subsequent garden village. It is vital that those interests work together to ensure proposals form part of a coherent vision for development in the area. As set out in the adopted Mid Devon Local Plan policies CU7 and CU12 and the Masterplan SPD, an agreed PDS needs to be in place before planning permissions can be granted in order to achieve co-ordinated and cohesive placemaking.</p> <p>1.5 The Masterplan SPD states that following its adoption the Council will work with stakeholders and landowners to prepare a phasing and delivery strategy to inform the</p> | <p>sequence of development on the site, capacity of each phase coming forward and the associated infrastructure requirements.</p> <p>1.6 The below Planning and Design Process Flow Diagram at Figure 2 shows the interrelationship between this PDS and the different existing and emerging documents including the Strategic Design Code (SDC). The SDC and PDS must work together by setting performance criteria for placemaking. The PDS sets out detailed requirements for development of the scale of East Cullompton, and the SDC seeks to reinforce those requirements and place them within a placemaking context.</p> |
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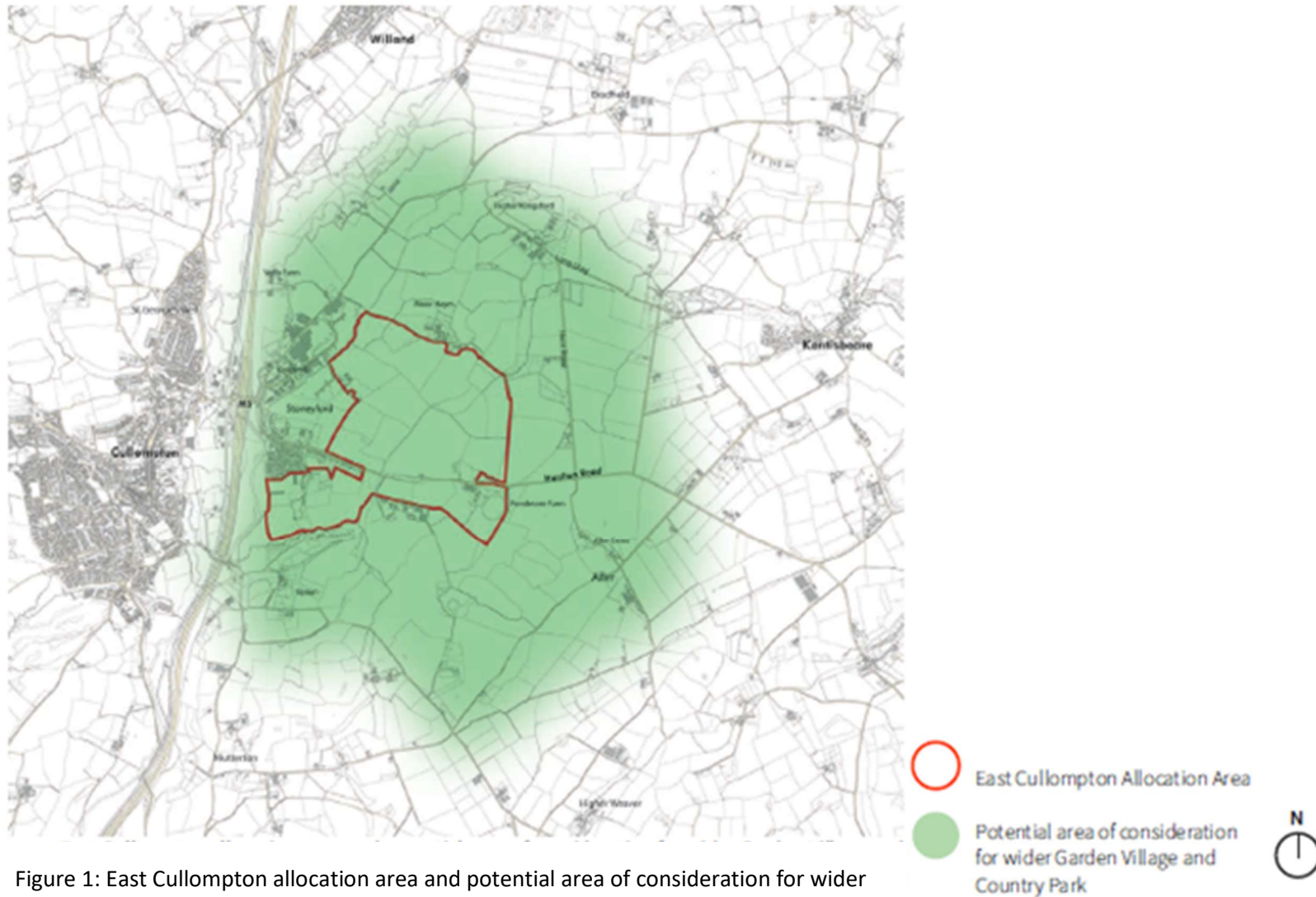


Figure 1: East Cullompton allocation area and potential area of consideration for wider Garden Village and Country Park

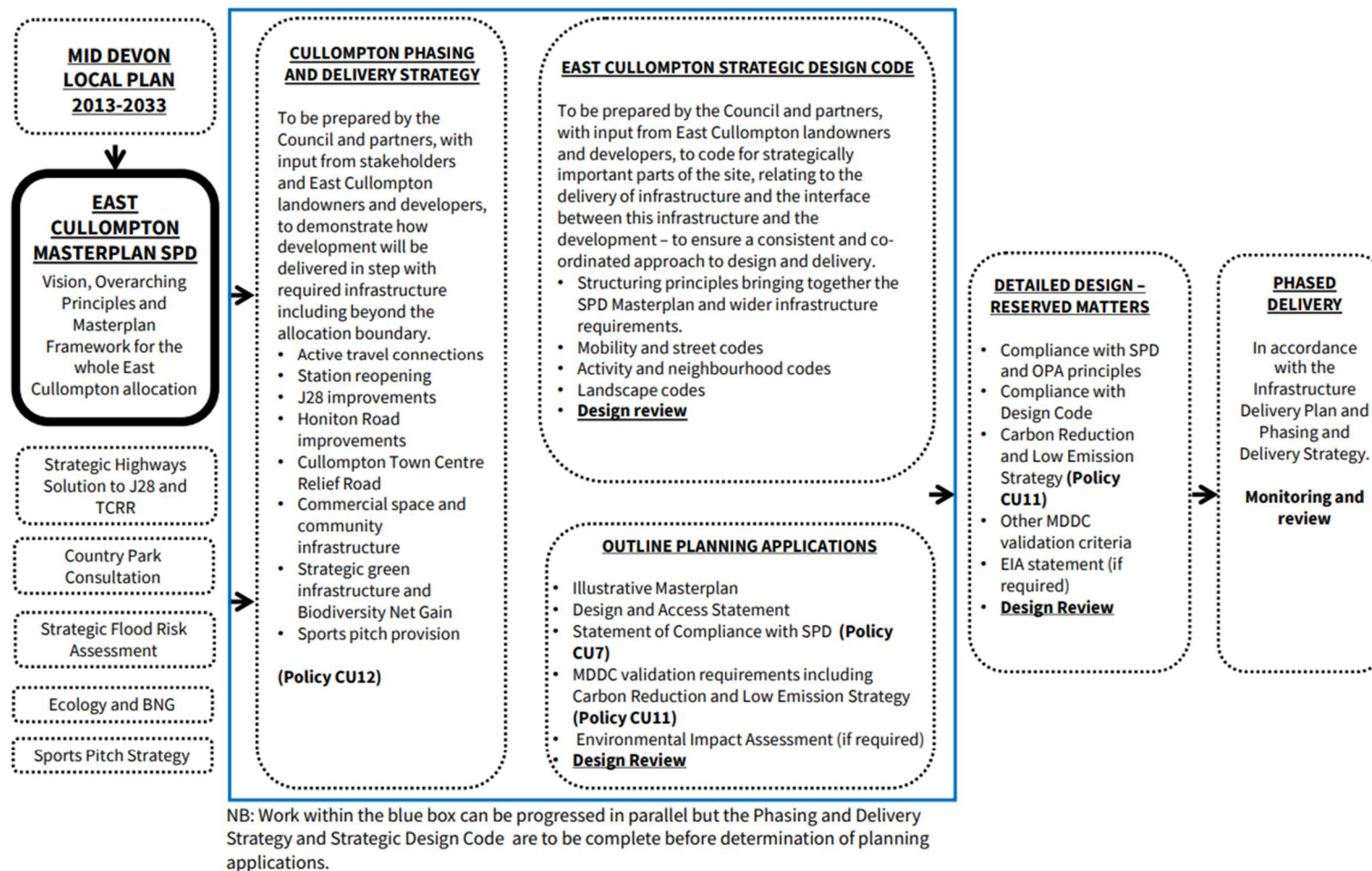


Figure 2: Planning and Design Process Flow Diagram: The role of the SPD in relation to the Local Plan and the planning application process

Key Principles for the PDS

1.8 Section 5.6 of the Masterplan SPD relates to Infrastructure, Delivery and Phasing. Within that section of the SPD, 8 key principles are established for the PDS:

- Achieve the spatial principles set out in the 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 capture 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.

1.9 These key principles have been used to form the basis of this document.

Community Stewardship

1.10 The development of East Cullompton and the wider Culm Garden Village will contain extensive amounts of facilities, green spaces, public spaces and social infrastructure.

1.11 This Phasing and Delivery Strategy recommends a series tools and techniques, grouped together into Implementation Plans, to ensure there is long-term stewardship, management and maintenance of these community assets.

1.12 Community ownership of land and long-term stewardship of assets is one of the original principles of the garden town movement. Key components of this principle include:

- A clear understanding of how the assets generated by the development process will be managed on behalf of the community in perpetuity;
- Establishment of the right governance and legal structures for asset management, and consideration of a stewardship body;
- Finance for management and maintenance;
- The use and management of assets and utilities to generate income; and
- Meaningful opportunities for community engagement, empowering residents to actively participate in managing their neighbourhood.

2. Baseline & How to Use the PDS

Baseline

2.1 The dynamic nature of bringing forward developments of the scale of East Cullompton can often result in the evolution of positions established in Local Plan policy and subsequent guidance. For East Cullompton, the baseline position was established when the Local Plan was adopted in July 2020 and the Masterplan SPD was adopted in January 2023. Since adoption of these documents further technical work has been undertaken, including work to inform emerging planning applications alongside the parallel development of the Strategic Design Code. Importantly, this work has confirmed that the Local Plan policy position and the principles in the Masterplan SPD are largely still valid and provide a clear position in which proposals at East Cullompton can move forward, particularly with regards to placemaking. However there have been notable updates relating to highways and potential site capacity.

Highways

2.2 In relation to highways, further modelling work and engagement with National Highways has provided greater clarity on the likely capacity of the road network taking into account key transport interventions, specifically the new train station at Cullompton, the Town Centre Relief Road and the proposed M5 Junction 28 improvements. There is an inter-relationship between these pieces of infrastructure which has implications for future demand forecasting of journeys via private car and using public transport, and the subsequent impacts on the capacity of the network. This technical work has identified that following the implementation of the Town Centre Relief Road, the capacity of the exiting motorway junction will enable around 500 dwellings to come forward at East Cullompton before the additional new Junction 28A improvements are needed. This position is reflected in the phasing approach set out in Section 3, 'Creating East Cullompton'.

Site Capacity

2.3 Since adoption of the Local Plan and the Masterplan SPD, the promoters bringing forward respective applications have undertaken further work on site capacity. This has identified that there is scope for additional development capacity within the allocation area beyond the previously identified Local Plan allocation number of 2,600 dwellings. The potential to locate sports pitches outside the allocation area, whilst still achieving policy compliant levels of leisure and amenity space to support the development, it is now considered that a realistic upper capacity for the Local Plan allocation area at East Cullompton is in the region of 2,850 dwellings.

How to use the PDS

Relationship with Strategic Design Code

- 2.4 The emerging work on East Cullompton has included production of a Strategic Design Code (SDC). The SDC, which sits alongside this PDS, sets the site-wide design requirements and guidance against which Planning Applications can be assessed to ensure they comply with the Code.
- 2.5 The Strategic Design Code develops the Vision set out in the Masterplan SPD, defining the intended look, feel and character of the place. It provides key Structuring Principles and Codes to ensure that the most important elements of the masterplan are fixed without stifling innovation and creativity during the detailed design stage. It has been developed to ensure future proposals meet the high standard of quality local stakeholders expect.
- 2.6 This PDS should be read in conjunction with the SDC, with the SDC setting out clear design outcomes and codes under the broader themes of placemaking, activity, landscape and mobility, and the PDS setting out when key elements / infrastructure

should come forward. The SDC provides further detailed design guidance building on the Masterplan SPD, and the PDS helps to ‘bridge the gap’ towards delivery by explaining when (and to some extent how) key elements of the site and its infrastructure should come forward to achieve the overarching placemaking objectives and vision.

2.7 The SDC includes a specific Code for Phasing & Delivery which requires that:

- There must be comprehensive masterplanning across land ownership boundaries and partnership working between developers;
- Collaboration and engagement must take place with adjacent landowners and relevant stakeholders;
- Proposals must demonstrate how they might support the delivery of the wider Garden Village, and the aspirations set out in the SDC; and
- Proposals should demonstrate how land can be used to deliver the strategic aims of the Garden Village.

General Approach to Placemaking and Delivery

- 2.8 Through the adopted Masterplan and the subsequent work on the Strategic Design Code, an overarching delivery concept for East Cullompton has been established. This concept relates to the three prospective villages of East Cullompton: Ford’s Moore Village; Moorhayes Village; and East Culme Village.
- 2.9 These villages are important to East Cullompton’s character and layout and to then establishing its identity and sense of community. A comprehensive approach to phasing and delivery, centred around these three villages, will allow each community to grow gradually over time from its central hub. As more development comes forward the three villages will coalesce and come together with integrated and connected neighbourhoods and infrastructure.

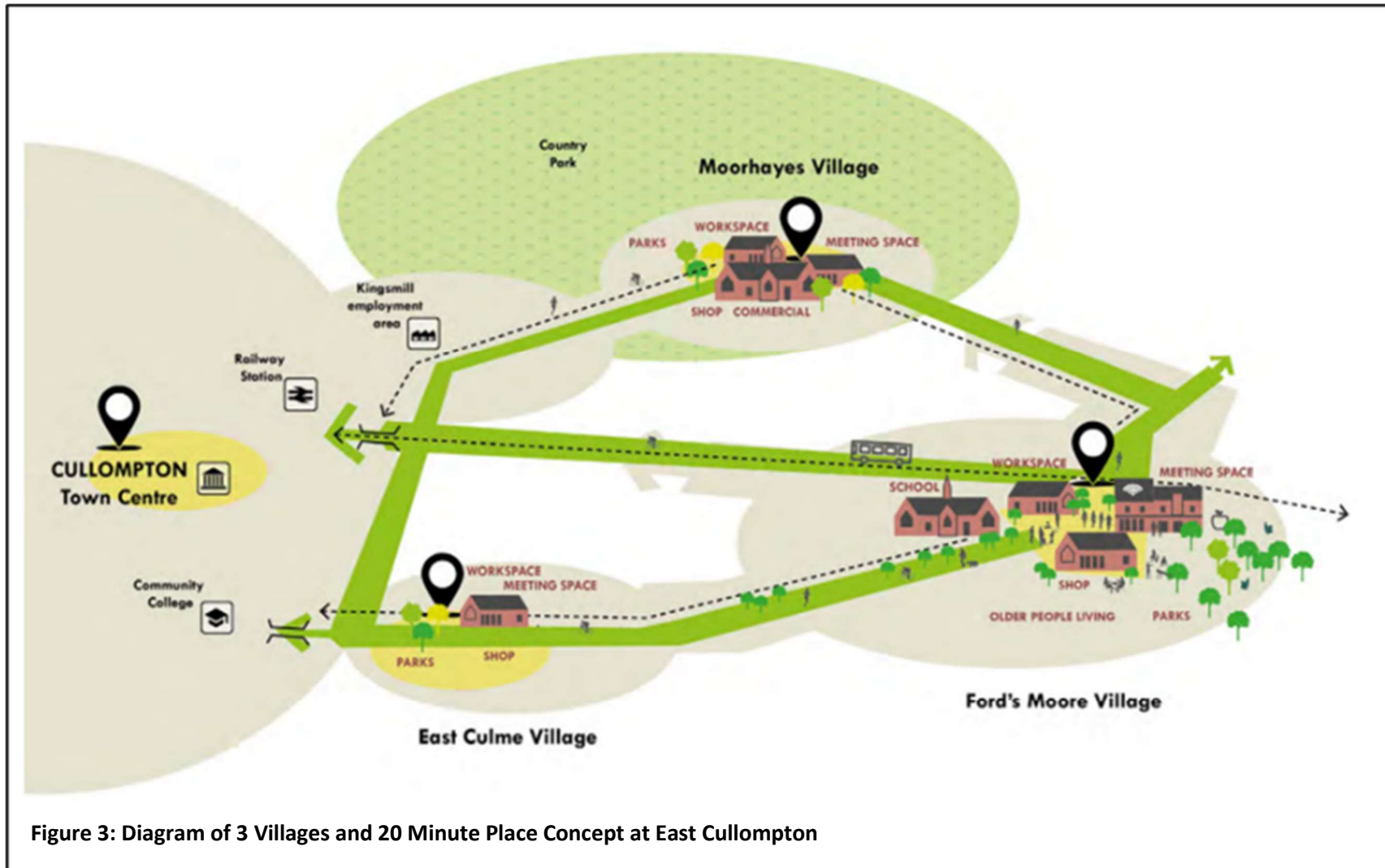


Figure 3: Diagram of 3 Villages and 20 Minute Place Concept at East Cullompton

Stewardship – Key Objectives and Principles set through the PDS

2.10 Long-term stewardship is a foundational element of the vision for East Cullompton and the wider Culm Garden Village. It will seek to ensure that the extensive network of green spaces, community assets, public realm and infrastructure delivered across the three villages through phased development is managed, enhanced and valued in perpetuity. Good stewardship underpins the identity, resilience and long-term quality of the new neighbourhoods, enabling places to function effectively and fostering strong, inclusive communities.

2.11 To best achieve this, stewardship should be embedded from the outset and shape delivery thinking, governance, funding and community involvement across all phases of East Cullompton. The following set of key objectives have been developed to support and guide this. At East Cullompton and then at the Garden Village stewardship should seek to:

- Secure the long-term, accountable management of community assets - ensuring that green spaces, community buildings, public realm, play areas, blue/green infrastructure and mobility assets are cared for through transparent arrangements that endure over time.
- Establish clear, resilient governance and financial frameworks - creating governance models capable of evolving with the new community, supported by reliable, mixed income streams that protect residents and futureproof maintenance standards.
- Support community identity, involvement and ownership - Ensuring residents and local organisations are active partners in shaping, managing and improving their environment by embedding stewardship practices.
- Ensure consistency across the whole development - avoiding fragmented approaches and ensuring that management arrangements support an equitable, cohesive and high-quality environment across all phases and communities, old and new.

- Enable specialist capability - supporting stewardship bodies with appropriate expertise in ecology, Sustainable Urban Drainage Systems (SUDS), biodiversity, community development and estate management, recognising the technical requirements of complex, multifunctional assets.

2.12 Section 3 of the PDS identifies potential opportunities for community stewardship amongst the planned infrastructure and community assets, and any related governance and implementation activities. Any opportunity that is selected to be taken forwards will be required to develop a related Stewardship Implementation Plan. To guide this further detailed stage, the below checklist of key aspects to be covered in a Stewardship Implementation Plan has also been developed:

- Governance & Accountability - A transparent, community-embedded body (or coordinating bodies) should provide a consistent and accountable approach to stewardship, with clear responsibility for standards and decision-making.

- **Adaptability & Resilience** - Arrangements must be flexible enough to evolve as the settlement grows, capable of taking on new assets, functions or income streams over time.
- **Financial Sustainability** - A balanced, mixed-income model should combine developer contributions, endowments, service charges, grants and revenue-generating assets, underpinned by robust long-term financial planning.
- **Specialist Capability** - Stewardship entities must have access to ecological, environmental, community development and asset-management expertise, drawing in specialist organisations as needed.
- **Consistent Delivery Across the Garden Village** - Approaches must ensure equitable and coordinated management across all new neighbourhoods, avoiding multiple fragmented estate arrangements.
- **Community Empowerment & Placemaking** - Stewardship should strengthen identity, belonging and cohesion across East Cullompton and

the wider town, involving local residents, organisations and volunteers wherever possible.

3. Phasing & Delivery

Overview

- 3.1 It is envisaged that when development proposals are being brought forwards through the planning system, they will include compliance statements on phasing and delivery. These will set out how they will achieve delivery of the required infrastructure and mix of uses within a particular phase and enable (and not preclude) delivery of the wider development in accordance with this PDS.
- 3.2 Given that the site largely comprises greenfield land, a key focus of the phasing and delivery of associated infrastructure relates to creating a self-sufficient community at East Cullompton across three principal stages.
- 3.3 The first stage relates to 'Creating' a place at East Cullompton. Once it is created, the second stage needs to focus on 'Establishing' the place, with the final stage focused on 'Completing' the place, insofar as it relates to the East Cullompton allocation area (the first phase of the potential longer term garden village proposals). Collectively this will ensure achievement of an integrated and sustainable community that also form part of Cullompton itself.
- 3.4 Whilst the identification of these three main stages also follows and enables the 'three villages' principle established in the Strategic Design Code (which relate to Ford's Moore, Moorhayes and East Culme), the approach does not attribute any of the stages to specific parts of any of the site or the three villages. In this way, where development starts and is delivered over time remains flexible which can enable either a single village or all three to start and develop at the same time.
- 3.5 To support this approach, this section of the PDS focuses on a quantum of development and the infrastructure and placemaking requirements relative to those levels of development, set out in three principal stages, as below:
- Creating East Cullompton (Phase 1A = 0-500 homes and associated uses)
 - Establishing East Cullompton (Phase 1B = 501-1700 homes and associated uses)
 - Completing East Cullompton (Subsequent phases = 1700-2850 homes and associated uses)
- 3.6 As noted in Section 2, the threshold for Phase 1A is largely based on the capacity of the highway network to support further development prior to significant works to increase the capacity of Junction 28 of the M5. This is evidenced to be 500 dwellings. Should it be established that there is further highway capacity and Phase 1A is increased, proportionate contributions and amounts of open space and other infrastructure would need to be revised accordingly. This also applies to additional housing for any phases across the site beyond the scale which is anticipated in this PDS.
- 3.7 The thresholds for Phase 1B and subsequent phases are based on a broad division of the remaining part of the site into equal phases but also reflecting the scale of live planning applications, recognising the expected phased approach towards delivery of sites of this scale. Additional sub-phases can come forward provided that they deliver the requirements at respective thresholds.

3.8 The actions and activities set out in Stewardship Implementation Plans will need to be aligned with the wider delivery strategy and the identified three stages and villages.

3.9 In looking at the delivery of infrastructure, a distinction has been made between site specific infrastructure related to East Cullompton and wider infrastructure that will also support the broader growth planned elsewhere at Cullompton. To distinguish between these, each infrastructure item is coded accordingly in the Tables in this Section:

- Strategic Infrastructure (SI) = Infrastructure that is required to deliver wider growth at Cullompton including Culm Garden Village.
- Site Specific Infrastructure (SS) = Site specific infrastructure related to East Cullompton/Culm Garden Village.

3.10 There are three tables per development phase, which seek to group together the infrastructure into the following categories:

- Movement and Transport – which relates largely to infrastructure required to help

people move around the site and to/from the wider area.

- Activity – which relates to the delivery of the range of land uses within the development including market and affordable housing, and commercial uses.
- Landscape and Green Infrastructure – which covers key green infrastructure items such as public open space.

3.11 Whilst the infrastructure items are listed individually, they are inter-related and are often required to be delivered at the same time to ensure the creation of a cohesive garden village at East Cullompton. Each table is broken down into six columns:

- Column 1 identifies the infrastructure that is required and indicates whether this is 'Site Specific' infrastructure or wider 'Strategic Infrastructure' related to growth at Cullompton.
- Column 2 sets out the placemaking outcomes that delivery of the specific piece of infrastructure needs to achieve, in order to contribute to achieving the respective aims of creating, establishing and completing East Cullompton. This will help form the basis of assessing the planning applications.

- Column 3 identifies the timing/trigger, which provides clarity as to when the infrastructure should come forward relative to the associated planned growth. This can be used as the basis for legal agreements linked to planning permissions – usually known as Section 106 (s106) agreements - and/or planning conditions.
- Column 4 sets out the expected delivery mechanism to help inform subsequent legal agreements including s106 and agreements related to highways matters – usually known as Section 38/278 (s38/278) agreements. Within each stage, there are also identified opportunities and/or requirements for stewardship.
- Column 5 identifies the relevant Local Plan policy which helps form part of the justification for the infrastructure item, to ensure development proposals accord with the Development Plan.
- Column 6 provides a cross reference to the Masterplan SPD position and further guidance (including the Strategic Design Code) to help interpret the intended outcomes from infrastructure delivery.

Creating East Cullompton (Phase 1A: 0-500 Homes and Associated Uses)

- 3.12 This is the first phase of development at East Cullompton, comprising 500 dwellings and a range of community uses. As indicated above, the threshold of 500 homes is based on the maximum capacity of the highway network without the upgrades to J28 of the M5.
- 3.13 The key infrastructure requirements for Phase 1A are largely derived from the development being in its early stages, with few existing residents living east of the M5 motorway and existing infrastructure that reflects this (largely being absent or car-dominated in nature). Consequently, the focus for development proposals is providing key social, community and movement infrastructure.
- 3.14 A key driver for infrastructure provision is ensuring the site provides connections into Cullompton town, to ensure residents can access services and facilities via sustainable travel modes. It is essential that pedestrian and cycle infrastructure improvements, certain improvements to Honiton Road and public transport provision are in place from

the outset to truly embed sustainable travel as the preferred mode for residents of the garden village.

- 3.15 During this phase, as residents begin to move into the development, it is important that community infrastructure is delivered to help foster a sense of place and community. This includes meeting residents' day to day needs through provision in community hub(s), alongside creating opportunities for recreation through an appropriate level of green infrastructure, including public open space and community greens.
- 3.16 The sequencing of infrastructure is also recognised within the table, given that certain items would more logically come forward once other items are delivered. There is recognition of the need for sufficient occupancy levels and demand for the delivery of certain types of infrastructure to be viable, in particular community infrastructure and primary education. The trigger points are set accordingly so that such infrastructure comes forward part way through the phase, rather than from the outset.
- 3.17 Collectively, these infrastructure requirements are crucial for achieving a key aim of the Masterplan SPD to immediately

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.

- 3.18** Specific key strategic infrastructure items are also set out within this phase, such as the Town Centre Relief Road and the new Railway Station. The former is identified as being necessary prior to occupation, to unlock highway capacity for the phase.

Stewardship

- 3.19 Within Phase 1A it is expected that there will be a focus on creating the foundations for stewardship through:
- establishing interim or "meanwhile" community spaces before permanent facilities are delivered, to foster a sense of identity early on;
 - commencing delivery of primary green infrastructure networks and key walking and cycling routes;
 - setting early expectations for quality and management through design coding; and
 - Mobilising a programme of community engagement activities.

3.20 As outlined in the Phase 1A tables that follow, there are potential stewardship opportunities within the infrastructure required as part of Phase 1A, including:

- Mobility Hubs – these are points in the new development where a range of mobility solutions are offered, including on demand solutions such as bike or scooter hire, car club spaces along with complementary services and facilities
- Community Hubs – these are defined areas with co-location of services and facilities to meet the day-to-day needs of residents, well integrated with community greens, mobility hubs, pedestrian and cycle facilities
- Strategic Green and Blue Infrastructure including planned Public Open Space and specific Community Green(s) which are spaces close to the community hubs that provide a range of facilities set within a multifunctional public open space that seeks to bring the community together and promotes health and wellbeing and social inclusion
- The Eastern Loop - a Greenway planned to follow the northern, eastern and southern edges of East Cullompton

3.21 The opportunities highlighted above and in the tables which follow will require further assessment, and further details on their delivery and long term sustainability should be set out in a series of Stewardship Implementation Plans.

Movement & Transport - Phase 1A - CGV 0-500

	Infrastructure Required	Placemaking Outcomes	Timing/Trigger	Delivery Mechanism	Local Plan Policy	MP SPD Position / further guidance
	Cullompton Town Centre Relief Road (SI)	Transport modelling indicates that delivery of the Town Centre Relief Road is required in order to unlock the first 500 homes development at East Cullompton. Key placemaking outcomes are: • Relieving town centre congestion and supporting the continued improvement of air quality • Enhancing walking and cycling opportunities around the town	Prior to occupation of first dwelling	Proportionate contributions by phase, secured via S106 developer contributions to reflect forward funding of the infrastructure	Policy CU12 Policy CU20	Masterplan provides design principles and locations for active travel routes and connection to the Town Centre.
	Cullompton Railway Station (SI)	• Improved access to the rail network by the reopening of Cullompton Railway Station • This will encourage travel to other urban centres (particularly Taunton and Exeter) by rail and reduce the number of journeys via private car	Prior to occupation of 250th dwelling unless informed by site specific modelling	Proportionate contribution secured via S106 developer contributions to reflect forward funding of the infrastructure	Policy S11 Policy CU8 Policy CU20	Active travel links and safeguarded routes across the M5 and J28 to access the railway station are shown on Masterplan.

Phase 1A O-500 Homes	Connections and Highway Improvements - including to Honiton Road (SS)	Honiton Road needs to deliver a place function, and improvements are needed to ensure that the overall development comes forward in an integrated and cohesive manner, allowing access along and across Honiton Road. Key placemaking outcomes from the improvements are: • Facilitating access across and along Honiton Road by walking and cycling, with sufficient priority given to these modes • Creating a sense of arrival at the East and West edges of the new development • Providing a key gateway to development North and South of the road • Providing pedestrian and cycle access to the community hub(s) and network of open spaces • Creating a route which acts as a street through the development, contributing to its sense of place and identity • Including staggered junctions (in preference to roundabouts) for the main site access(es), with priority for pedestrians and cycles and to allow the built form to be brought closer to the street Across the wider development, there should be provision of a network of streets and hierarchy of street design linking to the existing highway network and active travel connections.	In accordance with agreed site specific phasing plans and approved schedule of S278 highways works, demonstrating how the place making outcomes will be achieved for this phase.	Delivered through S278 Highway Works	Policy CU8 Policy CU20	Masterplan requires a co-ordinated scheme design to allow the road to perform a 'place' function regardless of volumes of traffic. The scheme design should demonstrate a number of elements including active travel crossing at key desire lines and reallocation of space to multiple users. Codes M1, M2 and M3 of the Strategic Design Code provide guidance on Wider Connectivity (M1), the treatment of Honiton Road specifically (M2), and Active Travel Connectivity (M3).
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Phase 1A 0-500 Homes	Active Travel Connections (SS)	Safe and attractive pedestrian and cycle links to ensure residents have access to key services and facilities to meet their day to day needs within and outside the development via sustainable transport modes. There should be active travel links to enable connections to: • Cullompton town centre • Cullompton Railway Station • Sporting provision including any potential alternative location(s) for key sports pitch provision • Current employment sites and future employment opportunities including Kingsmill Industrial Estate • Educational facilities both within the planned development and in the nearby area	To be provided in accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved for this phase	Delivered through S38/S278 Highway Works	Policy CU7 Policy CU8	Active travel links and safeguarded routes across the M5 and J28 to access the town centre are shown on Masterplan. Early phases of development must include 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. Codes M1, M2 and M3 of the Strategic Design Code provide guidance on Wider Connectivity (M1), the treatment of Honiton Road specifically (M2), and Active Travel Connectivity (M3). In addition, Code L8 provides guidance on the Eastern Loop following the northern, eastern and southern edges of East Cullompton.
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	Public transport services and connections (SS)	Ensuring residents have a viable public transport offer to Cullompton and other urban centres early in the development is key to influencing the travel behaviour of new residents, reducing the reliance on the private car. Should include bus provision and bus stops within 400m of homes and associated facilities, and provision within a/the mobility hub. Primary routes should be accessible for buses and include bus turning points where necessary.	Prior to occupation of first dwelling <i>(Initial provision could be through on-demand service with regular service established within this phase)</i>	Funded through developer contributions via S106	Policy CU8 Policy CU20	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. Codes M2, M3 and M4 of the Strategic Design Code provide guidance on Honiton Road (M2), Active Travel Connectivity (M3) and Shared Mobility (M4). In addition, Code A1 sets out the requirement for Community Hubs to be accessible via public transport.
	Primary and Secondary Street Network (SS)	A network of interconnected primary and secondary streets should: • Integrate with connections and improvements to Honiton Road, active travel connections and public transport services and connections within Phase 1A, and enable connections into later phases • Enable residents to travel by sustainable modes • Ensure a well-integrated community with a defined sense of place Primary routes should be accessible for buses and include bus turning points where necessary	To be provided in accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved for this phase and continue into later phases	Delivered through S38/S278 Highway Works	Policy CU8 Policy CU20	Sets requirements in terms of location and hierarchy of street design and active travel connections. Code M5 of the Strategic Design Code sets out design guidance in order to achieve a clear street hierarchy, with specific guidance for primary, secondary and tertiary streets.

Activity - Phase 1A - CGV 0-500

	Infrastructure Required	Placemaking Outcomes	Timing/Trigger	Delivery Mechanism	Local Plan Policy	MP SPD Position / further guidance
Phase 1A 0-500 Homes	Mobility Hub(s) (SS)	To be well integrated within development areas, located in areas of highest demand and closely integrated with the community/commercial area(s). This will help ensure residents have access to a range of mobility solutions. To function as either a primary or secondary hub, as defined in the Masterplan SPD and Strategic Design Code.	To be provided in accordance with agreed site specific phasing plans that will show how hub will be operational in alignment with establishment of regular bus service	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU8	Requires provision of primary and secondary hubs. Primary hubs should be located in areas of highest demand with secondary and tertiary hubs as part of a wider interconnected network. Code M4 of the Strategic Design Code sets out the need for Mobility Hubs throughout the site, and provides guidance on ways to maximise their effectiveness.
	Gypsy and Traveller Provision (SS)	To ensure that the needs of the Gypsy and Traveller community are met (minimum of 10 pitches in total) in a location of equivalent sustainability as Culm Garden Village.	2 pitches prior to occupation of 450 th dwelling	Delivered by developer and secured through S106	Policy CU7 Policy CU12	The Masterplan provides 72 hectares of land proposed for residential use, including gypsy and traveller pitches.
	28% Affordable Housing (SS)	To ensure the delivery of a balanced and mixed community that meets the existing and future housing needs. To comply with the policy target of 28%, subject to viability.	In step with market housing development	Delivered by developer and secured through S106	Policy CU7 Policy CU12	The Masterplan provides 72 hectares of land proposed for residential use, including market and affordable housing. Assumes some limited residential uses will be incorporated into the mixed use community hubs.

Phase 1A 0-500 Homes	5% Self-build and Custom Build plots (SS)	To be fully serviced and integrated with development.	Prior to occupation of 450 dwellings To be provided after the primary access route to the site is completed and operational	Delivered by developer and secured via S106	Policy CU7 Policy CU12	The Masterplan states that planning applications will be expected to include the 5% self-build plots, and developers are to identify potential locations
	Serviced site for Primary Education (2.5ha) with contributions to build cost, Early Years and Special Educational Needs (SEN) provision (SS)	To ensure residents have access to primary education provision within the development in a location of high accessibility to residents, close to areas of mixed-use and access to appropriate Early Years and Special Educational Needs provision.	Land transfer to take place prior to occupation of first dwelling. Proportionate contribution by phase to ensure overall delivery of 2FE school and Early Years and SEN Provision.	Land transfer to Devon County Council and Primary School, Early Years and SEN provision funded by developer contributions secured via S106. School to be delivered by Devon County Council.	Policy CU10 Policy CU12 Policy CU20	MP SPD sets indicative location for the Primary School, as discussed with Devon County Council, in an area of high accessibility, close to the proposed mixed-use areas. SDC Code A2 says the outcome should be a school located at the heart of the community creating activity within a Community Hub in a central location within East Cullompton. It continues by saying that any school sites must be located close to other employment, community and retail spaces with clear and attractive active travel links between them.

	Contributions towards expansion of local secondary education facilities to meet needs arising (SS)	To ensure residents have access to secondary education provision	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions (S106)	Policy CU10 Policy CU20	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. Contributions should be flexible to allow for use towards this option for secondary provision.
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Phase 1A 0-500 Homes	Community Hub(s) (SS)	To ensure residents have access to services and facilities to meet their day-to-day needs. It is expected that first phases of development will be planned around existing, new and expanded mixed-use clusters, prioritising already established places or hubs such as Fordmore Farm. This could include small- scale flexible workspaces or workshops, local shops, food and beverage outlets and space for community activities. Multi-use community hubs should be delivered early on in Phase 1A in order to provide a focal point and build a sense of place. Within this, key aspects to be delivered are a blend of: • Community Building – capable of accommodating multipurpose space to cater for a range of activities • Retail • Leisure • Flexible workspace • Green space • Safeguarded land to accommodate up to 1,026sqm of healthcare facilities as well as up to 1,200sqm of associated car parking (@54 spaces) Flexibility should be embedded into the delivery model of the community hubs, to allow uses to grow and change over time.	To be provided in accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved in this phase Each community hub would be expected to be delivered in step with housing being delivered in each 'village' location	Delivered by developer and secured via S106 Opportunities to deliver a meanwhile use and/or early temporary facility, if permanent facilities are also to be delivered in later phases Potential stewardship asset	Policy CU10 Policy CU12	Policy CU10 of the adopted Local Plan requires 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 Masterplan SPD disaggregates this into three community hubs. Overall the Masterplan SPD allocates 8ha for mixed use community hubs, and it expects that the mixed-use community areas are, in part, focussed on existing farm clusters that are already providing a sense of place and generating activity and a local economy through a diversification of uses. This assumes some overlap of community, residential and commercial uses. Code A1 of the Strategic Design Code relates to Community Hubs and sets out a number of requirements. The Code states that community hubs must be located adjacent to Community Greens and that the Principal Community Hub should be at Fordmore, with Secondary Community Hubs in Moorhayes, East Culme and Weeks Farm.
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	Provision of at least 1 ha of serviced land for commercial development (SS)	To ensure residents have access to services and employment opportunities within the development, reducing the need for out-commuting. Commercial spaces should be accessible via active travel and well integrated with other community facilities, delivered in a manner that ensures viability with potential for meanwhile uses (e.g., short term, temporary uses such as pop up retail, business incubator space or creative studios) to form part of early delivery. The main commercial area should be adjacent to Honiton Road, and commercial uses should also be integrated into mixed use community hubs.	Prior to occupation of 250th dwelling Meanwhile uses as part of early delivery	Delivered by developer and secured via S106	Policy CU7 Policy CU12	Masterplan SPD sets spatial and design principles for the delivery of new commercial floorspace adjacent to existing allocated employment areas. Requires connectivity through these employment spaces to wider allocation site as well as to the Town Centre. Identifies requirement for at least 1 ha per 500 occupied dwellings. Code A3 of the Strategic Design Code provides further guidance on integrating commercial space into the wider development, establishes principles for the layout of the main commercial area adjacent to Honiton Road, and provides building codes for commercial buildings to achieve desired placemaking outcomes.
	Contributions to improvements to local library services, if required (SS)	To ensure residents have sufficient access to library provision	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions via S106	Policy CU10 Policy CU20	/
	Contributions towards a new recycling centre to serve Cullompton, if required (SS)	To ensure residents have sufficient access to recycling facilities	Proportionate contribution prior to occupation of 250th dwelling	Secured through developer contributions via S106	Policy CU10 Policy CU20	/

	Contributions towards the expansion of emergency fire and rescue services, if required (SS)	To ensure there is sufficient emergency service provision to serve the development	Proportionate contribution prior to occupation of 450th dwelling	Secured through developer contributions via S106	Policy CU10 Policy CU20	/
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Landscape & GI - Phase 1A - CGV 0-500

	Infrastructure Required	Placemaking Outcomes	Timing/Trigger	Delivery Mechanism	Local Plan Policy	MP SPD Position / further guidance
Phase 1A 0-500 Homes	3.33 ha Public Open Space To include areas of equipped and laid out public open space (SS)	To provide facilities for recreation to support the creation of a healthy, vibrant community. Areas must be accessible to the development, integrated with walking and cycling routes and be of a sufficient scale (at least 3.33ha) to ensure the open space performs its intended function and achieves the requirements of the Masterplan SPD and the MDDC Open Space and Play Area Strategy. The open space must include provision for the following typologies: - Equipped children's play (0.08ha) - Teenage facilities (0.02ha) - Amenity green space (1.16ha) - Parks, sports and recreation grounds (1.77ha) - Sports pitches must 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 - Allotments(0.30ha)	In accordance with agreed site specific phasing plans to ensure POS is delivered at a rate of at least 1ha per 150 homes and to ensure the place making outcomes are achieved.	Delivered by developer and secured via S106 Potential stewardship assets	Policy CU9 Policy CU12 Policy CU20	MP SPD provides space for @17ha in total based on @2,600 homes: - 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 - 1.5 hectares of allotments Public Open Space provided at a rate of at least 1 ha per 150 dwellings Code L2 of the Strategic Design Code provides further guidance on multifunctional open spaces, play spaces, pocket parks, allotments and growing areas.

	Community Green(s) (SS)	Community Green to be integrated with mixed-use areas and designed to deliver the core open space functions required by the Local Plan open space standards (identified above). Key aspects of a community green specification to be delivered are: • Formal and informal play • Recreation and sports space to cater for all users • Strategic tree planting • Informal events space	The first Community Green needs to be delivered prior to occupation of 150th dwelling Each community green would be expected to be delivered in tandem with community hubs, and in step with housing being delivered in each 'village' location	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	MP SPD requires provision of three community greens in the following locations: • East Culme House • Fordmore • Moorhayes Code L9 of the Strategic Design Code provides further guidance on community greens, including specific design codes for each respective community green, and integration with community hubs for placemaking purposes.
	Strategic Green Infrastructure (Greenways) (SS)	Comprehensive approach to facilitate the delivery of a network of green infrastructure, providing a connected network of active travel routes that is integrated with the green infrastructure and delivers Biodiversity Net Gain. Key aspects of a strategic GI to be delivered are: • Strategic tree planting • Biodiversity Net Gain • Enhancement of existing landscape features • Active travel routes	In accordance with agreed site specific phasing plans that demonstrate how the placemaking outcomes will be achieved in this phase and can link with future phases.	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	MP SPD provides for a total of 46 hectares of strategic green infrastructure. Code L4 of the Strategic Design Code provides guidance on Greenways. Code L1 provides guidance on enhancing the existing landscape structure, and Code L10 provides guidance on Biodiversity Net Gain.

0-500 Homes	Blueways (SS)	Comprehensive approach to facilitate the delivery of a network of blue infrastructure that incorporates Sustainable Urban Drainage Features and is integrated with the green infrastructure and delivers Biodiversity Net Gain. Key aspects to be delivered are: • Sustainable Urban Drainage Systems • Enhancement of existing water courses • Active Travel routes and links • Biodiversity Net Gain	In step with housing development subject to the following triggers: • SUDs prior to first occupation • Blue infrastructure in step with development subject to agreed phasing	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	To 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. Code L3 of the Strategic Design Code provides guidance on Blueways.
	The Eastern Loop (SS)	To provide initial section of the Eastern Loop as an active travel route which will provide a positive interaction between East Cullompton and any potential future phases of the Garden Village.	To be provided in accordance with site specific phasing plans that demonstrate how the place making outcomes will be achieved	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	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. Code L8 of the Strategic Design Code provides guidance on the design and integration of the eastern loop.

Establishing East Cullompton (Phase 1B: 501-1700 Homes and Associated Uses)

- 3.21 This is the second phase of development at East Cullompton, where it is expected that a further 1,200 dwellings will come forward, complemented by commercial and community uses and a network of green infrastructure to further establish East Cullompton. Given the scale of the development during and at the completion of this phase it is envisaged that the residents will become increasingly self-sufficient with access to services and facilities to meet their day to day needs, with this part of the long term Garden Village capable of functioning as more of a 'stand-alone' place, albeit still closely linked with Cullompton.
- 3.22 The infrastructure that comes forward within this phase will complement and integrate with that delivered in Phase 1A to ensure the creation of a cohesively planned and functioning new place to live.
- 3.23 A key piece of strategic infrastructure that will be necessary to support this stage is the planned improvements to Junction 28 of the M5, through the provision of the proposed

new J28A. There will also need to be proportionate contributions to the off-site infrastructure including some of those initially triggered through Phase 1A, namely the Cullompton Town Centre Relief Road and potentially the Railway Station.

- 3.24 The rest of the key infrastructure requirements for Phase 1B are largely based on providing additional infrastructure which integrates with that provided in Phase 1A and ensures the phases will complement each other, contributing to an integrated and cohesive community. This is reflected within the placemaking outcomes for a number of infrastructure items, including the active travel connections which should provide connections to completed phases and facilities (including the mobility and community hubs) as well as wider connections to Cullompton Town Centre. These active travel connections are expected early in the phase but with the precise triggers to be agreed subject to the sub-phasing strategy. The active travel connections should ensure that this phase further contributes to creating a genuinely pedestrian-friendly community which has all the qualities of local living and village life built-in.

- 3.25 Given the increased population within this phase, more community uses will need to come forward including the provision of the Primary School and the healthcare facilities which are expected to be well-related to the community hubs. The type of community facilities between the community hubs should complement, rather than replicate each other. The trigger points for some of the 'Activity' infrastructure have been set at a point midway through delivery of this phase which recognises that there will have been provision in Phase 1A, and provision is therefore not required from the outset of this phase. They should come forward at a point where the population is of a scale that it can sustain multiple community and commercial facilities which will also support viable delivery.

Stewardship

- 3.26 From a stewardship perspective, Phase 1B will continue to build the opportunities and foundations for long term stewardship. In this phase there will also be a transition towards the implementation of stewardship models and delivery of facilities such as:
- Beginning the transfer of assets to emerging stewardship structures where feasible.

- Providing permanent community facilities, potentially co-located with schools.
- Expanding the stewardship body's remit as asset portfolios grow.
- Guarding against fragmentation through coordinated management across multiple neighbourhoods.

be set out in a series of Stewardship Implementation Plans.

3.27 As outlined in the following Phase 1B tables, there continue to be a variety of infrastructure assets and facilities that could be delivered and managed via a community stewardship delivery model. These are likely to include whichever items were initiated in Phase 1A along with potential for others from the below list:

- Mobility Hubs
- Community Hubs
- Public Open Space
- Strategic Green Infrastructure
- Community Green(s)
- Blueways
- The Eastern Loop

3.28 The opportunities highlighted above and in the tables which follow will require further assessment, and further details on their delivery and long term sustainability should

Movement & Transport - Phase 1B - CGV 501-1700 Homes

	Infrastructure Required	Placemaking Outcomes	Timing/Trigger	Delivery Mechanism	Local Plan Policy	MP SPD Position / further guidance
501-1700 Homes	Cullompton Town Centre Relief Road (SI)	Transport modelling indicates that delivery of the Town Centre Relief Road is required in order to unlock the first 500 homes development at East Cullompton. Key placemaking outcomes are: • Relieving town centre congestion and supporting the continued improvement of air quality • Enhancing walking and cycling opportunities around the town	Triggered through Phase 1A	Proportionate contributions by phase, secured via S106, to reflect forward funding of the infrastructure	Policy CU12 Policy CU20	Masterplan provides design principles and locations for active travel routes and connection to the Town Centre.
	Cullompton Railway Station (SI)	• Improved access to the rail network by the reopening of Cullompton Railway Station • This will encourage travel to other urban centres (particularly Taunton and Exeter) by rail and reduce the number of journeys via private car	Triggered through Phase 1A	Proportionate contributions secured via S106, to reflect forward funding of the infrastructure	Policy S11 Policy CU8 Policy CU20	Active travel links and safeguarded routes across the M5 and J28 to access the railway station are shown on Masterplan.
	Capacity improvements at M5 Junction 28 (SI)	Capacity improvements at Junction 28 M5 to deliver a strategic highway improvement and facilitate further growth at Cullompton. Proposed solution is through the provision of a second motorway junction with south facing slip roads referred to as J28A which is going through the business case process with DfT with scheduled completion of the business case by March 2029.	Delivery required prior to occupation of 501 st Dwelling	Proportionate contributions by phase, secured via S106	Policy S11 Policy CU7 Policy CU8 Policy CU12	MP SPD and SDC set design principles for active travel connections across existing M5 J28 and safeguarded routes to provide connection.

	Connections and Highway Improvements - including to Honiton Road (SS)	Honiton Road needs to continue to deliver a place function across all phases, and improvements are needed to ensure that the overall development comes forward in an integrated and cohesive manner, allowing access along and across Honiton Road. Key placemaking outcomes from the improvements are: • Facilitating access across and along Honiton Road by walking and cycling, with sufficient priority given to these modes • Creating a sense of arrival at the East and West • Providing a key gateway to development North and South of the road • Providing pedestrian and cycle access to the community hub(s) and network of open spaces • Creating a route which acts as a street through the development, contributing to its sense of place and identity • Including staggered junctions (in preference to roundabouts) for the main site access(es) to facilitate active mode priority and allow the built form to be brought closer to the street Across the wider development, there should be provision of a network of streets and hierarchy of street design linking to the existing highway network and active travel connections.	Triggered through Phase 1A In accordance with agreed site specific phasing plans and approved schedule of S278 works, further improvements required demonstrating how the place making outcomes will be achieved for this phase.	Delivered through S278 Highway Works	Policy CU8 Policy CU20	Masterplan requires a co-ordinated scheme design to allow the road to perform a 'place' function regardless of volumes of traffic. The scheme design should demonstrate a number of elements including active travel crossing at key desire lines and reallocation of space to multiple users. Codes M1, M2 and M3 of the Strategic Design Code provide guidance on Wider Connectivity (M1), the treatment of Honiton Road specifically (M2), and Active Travel Connectivity (M3).
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501-1700 Homes	Active Travel Connections (SS)	Safe and attractive pedestrian and cycle links to ensure residents have access to key services and facilities to meet their day to day needs within and outside the development via sustainable transport modes. There must be active travel connections to: • Earlier completed phases • Cullompton town centre • Cullompton Railway Station • Sporting provision including any potential alternative location(s) for key sports pitch provision • Current employment sites and future employment opportunities including Kingsmill Industrial Estate • Educational facilities both within the planned development and in the nearby area	To be provided in accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved	Delivered through S38/S278 Highway Works	Policy CU7 Policy CU8	Codes M1, M2 and M3 of the Strategic Design Code provide guidance on Wider Connectivity (M1), the treatment of Honiton Road specifically (M2), and Active Travel Connectivity (M3). In addition, Code L8 provides guidance on the Eastern Loop following the northern, eastern and southern edges of East Cullompton.
	Public transport services and connections (SS)	Ensuring residents have a viable public transport offer to Cullompton and other urban centres early in the development is key to influencing the travel behaviour of new residents, reducing the reliance on the private car. Should include bus provision and bus stops within 400m of homes and associated facilities, and provision within a/the mobility hub. Primary routes should be accessible for buses and include bus turning points where necessary.	Bus contribution prior to occupation of 501st Dwelling New bus stops and supporting infrastructure in accordance with phasing plans	Funded through developer contributions secured via S106	Policy CU8 Policy CU20	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. Codes M2, M3 and M4 of the Strategic Design Code provide guidance on Honiton Road (M2), Active Travel Connectivity (M3) and Shared Mobility (M4). In addition, Code A1 sets out the requirement for Community Hubs to be accessible via public transport.

	Primary and Secondary Street Network (SS)	A network of interconnected primary and secondary streets should enable residents to travel by sustainable modes and ensure a well-integrated community with a defined sense of place. Primary routes should be accessible for buses and include bus turning points where necessary.	In step with development	Delivered through S38/S278 Highway Works	Policy CU8 Policy CU20	Sets requirements in terms of location and hierarchy of street design and active travel connections. Code M5 of the Strategic Design Code sets out design guidance in order to achieve a clear street hierarchy, with specific guidance for primary, secondary and tertiary streets.
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Activity - Phase 1B - CGV 501-1700

	Infrastructure Required	Placemaking Outcomes	Timing/Trigger	Delivery Mechanism	Local Plan Policy	MP SPD Position / further guidance
501-1700 Homes	Mobility Hub(s) (SS)	To be well integrated within development areas, located in areas of highest demand and closely integrated with the commercial areas. This will help ensure residents have access to a range of mobility solutions. To complement what was delivered in Phase 1A, to function as either a primary or secondary hub as defined in the Masterplan SPD.	To be provided in accordance with agreed site specific phasing plans that will show how hub will be operational in alignment with establishment of regular bus service	Delivered by developer and secured by S106 Potential stewardship asset	Policy CU8	Requires provision of primary and secondary hubs. Primary hubs should be located in areas of highest demand with secondary and tertiary hubs as part of a wider interconnected network. Code M4 of the Strategic Design Code sets out the need for Mobility Hubs throughout the site and provides guidance on ways to maximise their effectiveness.
	Gypsy and Traveller Provision (SS)	To ensure that the needs of the Gypsy and Traveller community are met (minimum of 10 pitches in total) in a location of equivalent sustainability as Culm Garden Village	4 further pitches prior to occupation of 1000th dwelling	Delivered by developer and secured through S106	Policy CU7 Policy CU12	The Masterplan provides 72 hectares of land proposed for residential use, including gypsy and traveller pitches.

	28% Affordable Housing (SS)	To ensure the delivery of a balanced and mixed community that meets the existing and future housing needs. To comply with the policy target of 28%, subject to viability.	In step with market housing development	Delivered by developer and secured through S106	Policy CU7 Policy CU12	The Masterplan provides 72 hectares of land proposed for residential use, including market and affordable housing. Assumes some limited residential uses will be incorporated into the mixed use community hubs.
	Affordable extra care housing (SS)	To ensure the delivery of a balanced and mixed community that meets the existing and future housing needs. Required either as part of an extra care development or delivered separately, subject to viability. To be delivered in step with housing - location to be established through planning applications.	In step with market housing development. To be provided in accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved for this phase	Delivered by developer and secured through S106	Policy CU7 Policy CU12	The Masterplan Activity Framework identifies a potential location for affordable extra care housing at Fordmore integrated within the mixed use community hub, and in close proximity to the Honiton Road movement corridor with good accessibility to public transport. The extra care facility should be delivered in step with the rest of the mixed-use community hub and supporting infrastructure / landscaping.
	5% Self-build and Custom Build plots (SS)	To be fully serviced and integrated with development.	Prior to occupation of 1000 th dwelling	Delivered by developer and secured through S106	Policy CU7 Policy CU12	The Masterplan states that planning applications will be expected to include the 5% self-build plots, and developers are to identify potential locations.

	Primary Education, Early Years and SEN Contributions (SS)	To ensure residents have access to primary education within the development in a location of high accessibility to residents, close to areas of mixed-use and access to appropriate Early Years and Special Educations Needs provision.	Proportionate contribution by phase to ensure overall delivery of 2FE school and Early Years and SEN Provision.	Secured through developer contributions via S106 Additional forms of entry delivered by Devon County Council	Policy CU10 Policy CU12 Policy CU20	MP SPD sets indicative location for the Primary School, as discussed with Devon County Council, in an area of high accessibility, close to the proposed mixed-use areas. SDC Code A2 says the outcome should be a school located at the heart of the community creating activity within a Community Hub in a central location within East Cullompton. It continues by saying that any school sites must be located close to other employment, community and retail spaces with clear and attractive active travel links between them.
	Contributions towards local secondary education facilities to meet needs arising. (SS)	To ensure residents have access to secondary education	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions via S106	Policy CU10 Policy CU20	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. Contributions should be flexible to allow for use towards this options for secondary provision.

501-1700 Homes	Healthcare Provision (SS)	To ensure residents have access to primary health care provision. Specifically the site must be capable of accommodating a 556 sqm facility and 600sqm car parking in this phase with proportionate contributions made towards delivery of the facilities. Expected that provision will be well-related to the community hub with sufficient space for expansion (capable of accommodating expansion through provision of an additional 470sqm facility and 600sqm of car parking) in the long term.	Land transfer prior to occupation of 700th dwelling Proportionate contribution by phase to ensure overall delivery	Serviced land transferred to NHS England or community stewardship body. Delivery secured through developer contributions via S106	Policy CU10 Policy CU20	Masterplan SPD requires retirement, healthcare and aged services cluster to be co-located with the mixed use community hubs with good accessibility to public transport.
	Community Hub(s) (SS)	To ensure residents have access to services and facilities to meet their day to day needs which expand on and complement the community hub(s) delivered in Phase 1a. It is expected that these later phases will be planned around existing, new and expanded mixed-use clusters around established existing places or hubs such as East Culm House, Moorhayes and/or Weeks Farm, including small- scale flexible workspace or workshops, local shops and space for community activities. Within this, key aspects to be delivered are a blend of: • Community Building – capable of accommodating multipurpose space to cater for a range of activities • Retail • Leisure • Flexible workspace • Green space • Safeguarded land to accommodate up to 1,026sqm of healthcare facilities as well as up to 1,200sqm of associated car parking (@54 spaces) Flexibility should be embedded into the delivery model of the community hubs, to allow uses to grow and change over time.	To be provided in accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved for this phase Each community hub would be expected to be delivered in step with housing being delivered in each ‘village’ location	Delivered by developer and secured via S106 Opportunities to deliver a meanwhile use and/or temporary facility Potential stewardship asset	Policy CU10 Policy CU12	Overall the Masterplan SPD expects that the mixed-use community areas are, in part, focussed on existing farm clusters that are already providing a sense of place and generating activity and a local economy through a diversification of uses. This assumes some overlap of community, residential and commercial uses. Code A1 of the Strategic Design Code relates to Community Hubs and sets out a number of requirements. The Code states that community hubs must be located adjacent to Community Greens and that the Principal Community Hub should be at Fordmore, with Secondary Community Hubs in Moorhayes, East Culme and Weeks Farm.

	Provision of at least 3 ha of serviced land for Commercial development (SS)	To ensure residents have access to services and employment opportunities reducing the need for out-commuting. Commercial spaces should be accessible via active travel and well integrated with other community facilities, delivered in a manner that ensures viability with potential for meanwhile uses (e.g., short term, temporary uses such as pop up retail, business incubator space or creative studios) to form part of early delivery. The main commercial area should be adjacent to Honiton Road, and commercial uses should also be integrated into mixed use community hubs.	Prior to occupation of 1000 th dwelling	Delivered by developer and secured via S106	Policy CU7 Policy CU12	MP SPD sets spatial and design principles for the delivery of new commercial floorspace adjacent to existing allocated employment areas. Requires connectivity through these employment spaces to wider allocation site as well as to the Town Centre. Identifies requirement for at least 1 ha per 500 occupied dwellings. Code A3 of the Strategic Design Code provides further guidance on integrating commercial space into the wider development, establishes principles for the layout of the main commercial area adjacent to Honiton Road, and provides building codes for commercial buildings to achieve desired placemaking outcomes.
	Contributions to improvements to local library services, if required (SS)	To ensure residents have sufficient access to library provision.	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions	Policy CU10 Policy CU20	/
	Contributions towards a new recycling centre to serve Cullompton, if required (SS)	To ensure residents have sufficient access to recycling facilities.	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions via S106	Policy CU10 Policy CU20	/

	Contributions towards the expansion of emergency fire and rescue services, if required (SS)	To ensure there is sufficient emergency service provision to serve the development.	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions via S106	Policy CU10 Policy CU20	/
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Landscape & GI - Phase 1B - CGV 501-1700

	Infrastructure Required	Placemaking Outcomes	Timing/Trigger	Delivery Mechanism	Local Plan Policy	MP SPD Position / further guidance
501-1700 Homes	8 ha Public Open Space in this phase To include areas of equipped and laid out public open space (SS)	To provide facilities for recreation to support the creation of a healthy, vibrant community. Areas must be accessible to the development, integrated with walking and cycling routes and be of a sufficient scale (at least 8ha in addition to 3.33ha delivered in Phase 1A) to ensure the open space performs its intended function and achieves the requirements of the Masterplan SPD and the MDDC Playing Pitch Strategy. It must include provision for the following typologies: • Equipped children's play(0.19ha) • Teenage facilities (0.05ha) • Amenity green space (2.8ha) • Parks, sports and recreation grounds (4.24ha) Sports pitches must 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 • Allotments (0.72ha) <i>Cumulative total with Phase 1A 11.33ha</i>	In accordance with agreed site specific phasing plans to ensure POS is delivered at a rate of at least 1ha per 150 homes and to ensure the place making outcomes are achieved.	Delivered by developer and secured via S106 Potential stewardship assets	Policy CU9 Policy CU12 Policy CU20	MP SPD provides space for @17ha in total based on @2,600 homes: - 0.4 hectares for equipped children's play - 0.12 hectares for teenage facilities - 6 hectares of amenity green space - 9 hectares of parks sports and recreation grounds - 1.5 hectares of allotments Public Open Space provided at a rate of at least 1 ha per 150 dwellings Code L2 of the Strategic Design Code provides further guidance on multifunctional open spaces, play spaces, pocket parks, allotments and growing areas.

501 – 1700 Homes	Community Green(s) (SS)	Integrated with mixed-use areas and designed to deliver the core open space functions required by the Local Plan open space standards (identified above) in an alternative location to that delivered in Phase 1A.). Key aspects of a community green specification to be delivered are: • Formal and informal play • Recreation space to cater for all users • Strategic tree planting • Informal events space	Prior to occupation of 750th dwelling Each community green would be expected to be delivered in tandem with community hubs, and in step with housing being delivered in each 'village' location	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	Masterplan requires provision of three community greens: • East Culme House • Fordmore • Moorhayes Code L9 of the Strategic Design Code provides further guidance on community greens, including specific design codes for each respective community green.
	Strategic Green Infrastructure (Greenways) (SS)	Building on that delivered through Phase 1A, continue to deliver a co-ordinated and comprehensive approach to facilitate the delivery of a network of green infrastructure, providing a connected network of active travel routes that is integrated with the green infrastructure and delivers Biodiversity Net Gain. Key aspects of a strategic GI to be delivered are: • Strategic tree planting • Biodiversity Net Gain • Enhancement of existing landscape features • Active travel routes	In accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved in this phase.	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	Masterplan provides for 46 hectares of strategic green infrastructure. Code L4 of the Strategic Design Code provides guidance on Greenways. Code L1 provides guidance on enhancing the existing landscape structure, and Code L10 provides guidance on Biodiversity Net Gain.

	Blueways (SS)	Comprehensive approach to facilitate the delivery of a network of blue infrastructure that incorporates Sustainable Urban Drainage Features, is integrated with the green infrastructure, and delivers Biodiversity Net Gain. Key aspects of a strategic BI to be delivered are: • Sustainable Urban Drainage Systems • Enhancement of existing water courses • Active Travel • Biodiversity Net Gain	In step with housing development subject to the following triggers • SUDs prior to 501st occupation • Blue Corridors in step with development	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	To 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. Code L3 of the Strategic Design Code provides guidance on Blueways.
	The Eastern Loop (SS)	To provide further section of the Eastern Loop which will provide a positive interaction between East Cullompton and any potential future phases of the Garden Village.	To be provided in accordance with site specific phasing plans that demonstrate how the place making outcomes will be achieved in this phase	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	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. Code L8 of the Strategic Design Code provides guidance on the design and integration of the Eastern Loop.

Completing East Cullompton (Subsequent Phases: 1701 - 2850 homes and Associated Uses)

- 3.29 For the subsequent phases of development at East Cullompton, it is expected that around 1,150 dwellings will come forward, complemented by commercial and community uses and a network of green infrastructure to complete East Cullompton as the first part of the wider potential garden village. A key focus of these phases, and its infrastructure, is to ensure the completion of this part of the Garden Village to ensure that it caters for residents' day to day needs, and functions as a 'stand-alone' settlement albeit well-connected to Cullompton itself.
- 3.30 As with earlier phases, a key piece of strategic infrastructure that will be necessary to support this stage is the planned improvements to junction 28 of the M5, through the provision of the proposed new J28A. The infrastructure that comes forward within this phase will complement and integrate with that delivered in Phase 1A and Phase 1B. There will also need to be proportionate contributions to the off-site

infrastructure, including some of those initially triggered and forward funded through previous phases such as the Cullompton Town Centre Relief Road and potentially the Railway Station.

- 3.31 As with Phase 1B which was required to integrate with Phase 1A, a key focus for this phase is integrating with the completed phases and this is reflected in the place making outcomes for a number of infrastructure items. This includes the active travel connections which should provide connections to completed phases and facilities (including the mobility and community hubs completed in Phase 1A and 1B), as well as wider connections to Cullompton Town Centre. These active travel connections will be expected to come forward early in the phase, but the specific triggers will depend on sub-phasing for this wider phase. Active travel connections should ensure this phase further contributes to creating a genuinely pedestrian-friendly community which has all the qualities of local living and village life built-in.

- 3.32 This phase will see the completion of the Green Infrastructure network including the completion of the Eastern Loop. This will ensure an integrated network of green and blue infrastructure throughout the Garden

Village, providing opportunities for sport, leisure and recreation to support community health and wellbeing.

- 3.33 Given there will at this stage be a substantial community that is already living and working in at East Cullompton, a key focus of community and commercial provision is complementing those that are already established through earlier phases. The trigger points for some of the 'Activity' infrastructure items have been set to recognise that there will have been provision in Phase 1A and 1B. They are therefore not required from the outset of this phase, but can come forward midway through the phase where the population is of a scale that it can sustain multiple community and commercial facilities as part of the 'three village' concept.

Stewardship

- 3.34 Within the final stage of completing East Cullompton, achieving the following stewardship milestones should be achieved:
- Full establishment of the long-term stewardship body (or bodies)
 - Integration of the sports provision and larger GI assets, ensuring no disparity between different parts of the settlement

- Consolidation of identity, including integration between new and existing communities

3.35 As outlined in the following tables, there continue to be a variety of infrastructure assets and facilities that could be delivered and managed via a community stewardship delivery model. These are likely to include whichever items were initiated in the previous phases along with potential for others from the below list:

- Mobility Hubs
- Community Hubs
- Public Open Space
- Strategic Green Infrastructure
- Community Green(s)
- Blueways
- The Eastern Loop

3.36 The opportunities highlighted above and in the tables which follow will require further assessment, and further details on their delivery and long term sustainability should be set out in a series of Stewardship Implementation Plans.

Movement & Transport – Subsequent Phases - CGV 1701 – 2,850

	Infrastructure Required	Placemaking Outcomes	Timing/Trigger	Delivery Mechanism	Local Plan Policy	MP SPD Position / further guidance
1701 – 2,850 Homes	Cullompton Town Centre Relief Road (SI)	Transport modelling indicates that delivery of the Town Centre Relief Road is required in order to unlock the first 500 homes development at East Cullompton. Key placemaking outcomes are: - Relieving town centre congestion and supporting the continued improvement of air quality - Enhancing walking and cycling opportunities around the town	Triggered through Phase 1A	Proportionate contribution secured via developer contributions to reflect forward funding of the infrastructure	Policy CU12 Policy CU20	Masterplan provides design principles and locations for active travel routes and connection to the Town Centre.
	Cullompton Railway Station (SI)	- Improved access to the rail network by the reopening of Cullompton Railway Station - This will encourage travel to other urban centres (particularly Taunton and Exeter) by rail and reduce the number of journeys via private car	Triggered through Phase 1A	Proportionate contribution secured via developer contributions to reflect forward funding of the infrastructure	Policy S11 Policy CU8 Policy CU20	Active travel links and safeguarded routes across the M5 and J28 to access the railway are station shown on Masterplan.
	Capacity improvements at M5 Junction 28 (SI)	Capacity improvements at Junction 28 M5 to deliver a strategic highway improvement and facilitate further growth at Cullompton. Proposed solution is through the provision of a second motorway junction with south facing slip roads referred to as J28A which is going through the business case process with DfT with scheduled completion by March 2029.	Triggered through Phase 1B	Proportionate contributions by phase, secured via S106	Policy S11 Policy CU7 Policy CU8 Policy CU12	The MP SPD and SDC set design principles for active travel connections across J28 and safeguarded routes to provide connection.

	Connections and Highway Improvements - including to Honiton Road (SS)	Honiton Road needs to continue to deliver a place function, and improvements are needed to ensure that the overall development comes forward in an integrated and cohesive manner, allowing access along and across Honiton Road. Key placemaking outcomes from the improvements are: • Facilitating access across and along Honiton Road by walking and cycling, with sufficient priority given to these modes • Creating a sense of arrival at the East and West • Providing a key gateway to development North and South of the road • Providing pedestrian and cycle access to the community hub(s) and network of open spaces • Creating a route which acts as a street through the development, contributing to its sense of place and identity • Including staggered junctions (in preference to roundabouts) for the main site access(es) to facilitate active mode priority and allow the built form to be brought closer to the street Across the wider development, there should be provision of a network of streets and hierarchy of street design linking to the existing highway network and active travel connections.	In accordance with agreed site specific phasing plans and approved schedule of S278 works, demonstrating how the place making outcomes will be achieved for this phase	Delivered through S278 Highway Works	Policy CU8 Policy CU20	Masterplan requires a co-ordinated scheme design to allow the road to perform a 'place' function regardless of volumes of traffic. The scheme design should demonstrate a number of elements including active travel crossing at key desire lines and reallocation of space to multiple users. Codes M1, M2 and M3 of the Strategic Design Code provide guidance on Wider Connectivity (M1), the treatment of Honiton Road specifically (M2), and Active Travel Connectivity (M3).
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	Active Travel Connections (SS)	Safe and attractive pedestrian and cycle links to ensure residents have access to key services and facilities to meet their day to day needs within and outside the development via sustainable transport modes. There must be active travel connections to: • Earlier completed phases • Cullompton town centre • Cullompton Railway Station • Mobility Hubs delivered in Phase 1A and 1B and this phase • Sporting provision including any potential alternative locations for key sports pitch provision • Current employment sites and future employment opportunities including Kingsmill Industrial Estate • Educational facilities both within the planned development and in the nearby area	To be provided in accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved for this phase	Delivered through S278 Highway Works	Policy CU7 Policy CU8	Codes M1, M2 and M3 of the Strategic Design Code provide guidance on Wider Connectivity (M1), the treatment of Honiton Road specifically (M2), and Active Travel Connectivity (M3). In addition, Code L8 provides guidance on the Eastern Loop following the northern, eastern and southern edges of East Cullompton.
	Public transport services and connections (SS)	Ensuring residents have a viable public transport offer to Cullompton and other urban centres early in the development is key to influencing the travel behaviour of new residents, reducing the reliance on the private car. Should include bus provision and bus stops within 400m of homes and associated facilities, and provision within a/the mobility hub. Primary routes should be accessible for buses and include bus turning points where necessary.	Bus contribution prior to occupation of 1,701st Dwelling New bus stops and supporting infrastructure in accordance with phasing plans	Funded through developer contributions via S106	Policy CU8 Policy CU20	Codes M2, M3 and M4 of the Strategic Design Code provide guidance on Honiton Road (M2), Active Travel Connectivity (M3) and Shared Mobility (M4). In addition, Code A1 sets out the requirement for Community Hubs to be accessible via public transport.

	Primary and Secondary Street Network (SS) A network of interconnected primary and secondary streets should enable residents to travel by sustainable modes, and ensure a well-integrated community with a defined sense of place. Primary routes should be accessible for buses and include bus turning points where necessary.	In step with development	Delivered through S38/S278 Highway Works	Policy CU7 Policy CU8	Sets requirements in terms of location and hierarchy of street design and active travel connections. Code M5 of the Strategic Design Code sets out design guidance in order to achieve a clear street hierarchy, with specific guidance for primary, secondary and tertiary streets.
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Activity – Subsequent Phases - CGV 1700 – 2,850 Homes

	Infrastructure Required	Placemaking Outcomes	Timing/Trigger	Delivery Mechanism	Local Plan Policy	MP SPD Position / further guidance
	Mobility Hub(s) (SS)	To be well integrated within development areas, located in areas of highest demand closely integrated with the commercial area. This will help ensure residents have access to a range of mobility solutions. To complement what was delivered in Phase 1A and 1B, to function as either a primary or secondary hub as defined in the Masterplan SPD.	To be provided in accordance with agreed site specific phasing plans that will show how hub will be operational in alignment with establishment of regular bus service	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU8	Requires provision of primary and secondary hubs. Primary hubs should be located in areas of highest demand with secondary and tertiary hubs as part of a wider interconnected network. Code M4 of the Strategic Design Code sets out the need for Mobility Hubs throughout the site, and provides guidance on ways to maximise their effectiveness.
	Gypsy and Traveller Provision (SS)	To ensure that the needs of the Gypsy and Traveller community are met (minimum of 10 pitches in total) in a location of equivalent sustainability as Culm Garden Village	4 further pitches prior to occupation of 2,250 th dwelling	Delivered by developer and secured through S106	Policy CU7 Policy CU12	The Masterplan provides 72 hectares of land proposed for residential use, including gypsy and traveller pitches.

1701-2,850 Homes	28% Affordable Housing (SS)	To ensure the delivery of a balanced and mixed community that meets the existing and future housing needs. To comply with the policy target of 28%, subject to viability.	In step with market housing development	Delivered by developer and secured through S106	Policy CU7 Policy CU12	The Masterplan provides 72 hectares of land proposed for residential use, including market and affordable housing. Assumes some limited residential uses will be incorporated into the mixed use community hubs.
	5% Self-build and Custom Build plots (SS)	To be fully serviced and integrated with development.	Prior to occupation of 2250 th dwelling	Delivered by developer and secured via S106	Policy CU7 Policy CU12	The Masterplan states that planning applications will be expected to include the 5% self-build plots, and developers are to identify potential locations.
	Primary Education, Early Years and SEN Contributions (SS)	To ensure residents have access to primary education within the development in a location of high accessibility to residents, close to areas of mixed-use and access to appropriate Early Years and Special Educational Needs provision.	Proportionate contribution by phase to ensure overall delivery of 2FE school and Early Years and SEN Provision.	Secured through developer contributions via S106 Additional forms of entry delivered by Devon County Council	Policy CU10 Policy CU12 Policy CU20	MP SPD sets indicative location for the Primary School, as discussed with Devon County Council, in an area of high accessibility, close to the proposed mixed-use areas. SDC Code A2 says the outcome should be a school located at the heart of the community creating activity within a Community Hub in a central location within East Cullompton. It continues by saying that any school sites must be located close to other employment, community and retail spaces with clear and attractive active travel links between them.

	Contributions towards local secondary education facilities to meet needs arising. (SS)	To ensure residents have access to secondary education.	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions via S106	Policy CU10 Policy CU20	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. Contributions should be flexible to allow for use towards this option for secondary provision.
	Healthcare Provision (SS)	To ensure residents have access to primary health care provision. Specifically the site must be capable of accommodating a 556 sqm facility and 600sqm car parking in this phase with proportionate contributions made towards delivery of the facilities. Expected that provision will be well-related to the community hub with sufficient space for expansion (capable of accommodating expansion through provision of an additional 470sqm facility and 600sqm of car parking) in the long term.	Proportionate contribution by phase to ensure overall delivery	Serviced land transfer to NHS England or community stewardship body. Delivery secured through developer contributions via S106	Policy CU10 Policy CU20	Masterplan SPD requires retirement, healthcare and aged services cluster to be co-located with the mixed use community hubs with good accessibility to public transport.

1701-2,850 Homes	Community Hub(s) (SS)	To ensure residents have access to services and facilities to meet their day to day needs which complement the community hub(s) delivered in Phase 1A and 1B. It is expected that these later phases will be planned around existing, new and expanded mixed-use clusters around established existing places or hubs such as East Culm House, Moorhayes and/or Weeks Farm, including small- scale flexible workspace or workshops, local shops and space for community activities. Within this, key aspects to be delivered are a blend of: • Community Building – capable of accommodating multipurpose space to cater for a range of activities • Retail • Leisure • Flexible workspace • Green space • Safeguarded land to accommodate up to 1,026sqm of healthcare facilities as well as up to 1,200sqm of associated car parking (@54 spaces) Flexibility should be embedded into the delivery model of the community hubs, to allow uses to grow and change over time.	To be provided in accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved for this phase Each community hub would be expected to be delivered in step with housing being delivered in each 'village' location	Delivered by developer and secured via S106 Opportunities to deliver a meanwhile use and/or temporary facility Potential stewardship asset	Policy CU10 Policy CU12	Overall the Masterplan SPD expects that the mixed-use community areas are, in part, focussed on existing farm clusters that are already providing a sense of place and generating activity and a local economy through a diversification of uses. This assumes some overlap of community, residential and commercial uses. Code A1 of the Strategic Design Code relates to Community Hubs and sets out a number of requirements. The Code states that community hubs must be located adjacent to Community Greens and that the Principal Community Hub should be at Fordmore, with Secondary Community Hubs in Moorhayes, East Culme and Weeks Farm.
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1701-2,850 Homes	Provision of serviced land for at least 3 ha of Commercial development (SS)	To ensure residents have access to services and employment opportunities reducing the need for out-commuting. Commercial spaces should be accessible via active travel and well integrated with other community facilities, delivered in a manner that ensures viability with potential for meanwhile uses (e.g., short term, temporary uses such as pop up retail, business incubator space or creative studios) to form part of early delivery. The main commercial area should be adjacent to Honiton Road, and commercial uses should also be integrated into mixed use community hubs.	Prior to occupation of 2000 th dwelling	Delivered by developer and secured via S106	Policy CU7 Policy CU12	MP SPD sets spatial and design principles for the delivery of new commercial floorspace adjacent to existing allocated employment areas. Requires connectivity through these employment spaces to wider allocation site as well as to the Town Centre. Identifies requirement for at least 1 ha per 500 occupied dwellings. Code A3 of the Strategic Design Code provides further guidance on integrating commercial space into the wider development, establishes principles for the layout of the main commercial area adjacent to Honiton Road, and provides building codes for commercial buildings to achieve desired placemaking outcomes.
	Contributions to improvements to local library services, if required (SS)	To ensure residents have sufficient access to library provision.	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions via S106	Policy CU10 Policy CU20	/
	Contributions towards a new recycling centre to serve Cullompton, if required (SS)	To ensure residents have sufficient access to recycling facilities.	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions via S106	Policy CU10 Policy CU20	/

	Contributions towards the expansion of emergency fire and rescue services, if required (SS)	To ensure there is sufficient emergency service provision to serve the development.	Proportionate contribution by phase to ensure overall delivery	Secured through developer contributions via S106	Policy CU10 Policy CU20	/
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Landscape & GI – Subsequent Phases - CGV 1701 – 2,850

	Infrastructure Required	Placemaking Outcomes	Timing/Trigger	Delivery Mechanism	Local Plan Policy	MP SPD Position / further guidance
1701 -2,850 Homes	7.66ha Public Open Space in this phase To include areas of equipped and laid out public open space (SS)	To provide facilities for recreation to support the creation of a healthy, vibrant community. Areas must be accessible to the development, integrated with walking and cycling routes and be of a sufficient scale (at least 7.66ha in addition to the 11.33 ha delivered in Phases 1A and 1B) to ensure the open space performs its intended function and achieves the requirements of the Masterplan SPD and the MDDC Open Space and Play Area Strategy. It must include provision for the following typologies: - Equipped children's play (0.18ha) - Teenage facilities (0.05ha) - Amenity green space (2.68ha) - Parks, sports and recreation grounds (4.06ha) Sports pitches must 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 - Allotments (0.69ha) <i>Cumulative total with Phases 1A and 1B 18.99ha</i>	In accordance with agreed site specific phasing plans to ensure POS is delivered at a rate of at least 1ha per 150 homes and to ensure the place making outcomes are achieved.	Delivered by developer and secured via S106 Potential stewardship assets	Policy CU9 Policy CU12 Policy CU20	MP SPD provides space for @17ha in total based on @2,600 homes: - 0.4 hectares for equipped children's play - 0.12 hectares for teenage facilities - 6 hectares of amenity green space - 9 hectares of parks sports and recreation grounds - 1.5 hectares of allotments Public Open Space provided at a rate of at least 1 ha per 150 dwellings Code L2 of the Strategic Design Code provides further guidance on multifunctional open spaces, play spaces, pocket parks, allotments and growing areas.

Community Green(s) (SS)	Integrated with mixed-use areas and designed to deliver the core open space functions required by the Local Plan open space standards (identified above) in an alternative location to that delivered in Phase 1A and 1B. Key aspects of a community green specification to be delivered are: • Formal and informal play • Recreation space to cater for all users • Strategic tree planting • Informal events space	Prior to occupation of 2000th dwellings Each community green would be expected to be delivered in tandem with community hubs, and in step with housing being delivered in each 'village' location	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	Masterplan requires provision of three community greens: • East Culme House • Fordmore • Moorhayes Code L9 of the Strategic Design Code provides further guidance on community greens, including specific design codes for each respective community green.
Strategic Green Infrastructure (Greenways) (SS)	Building on that delivered through Phases 1A and 1B, continue to deliver a co-ordinated and comprehensive approach to facilitate the delivery of a network of green infrastructure, providing a connected network of active travel routes that is integrated with the green infrastructure and delivers Biodiversity Net Gain. Key aspects of a strategic GI to be delivered are: • Strategic tree planting • Biodiversity Net Gain • Enhancement of existing landscape features • Active travel routes	In accordance with agreed site specific phasing plans that demonstrate how the place making outcomes will be achieved in this phase.	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	Masterplan provides for 46 hectares of strategic green infrastructure. Code L4 of the Strategic Design Code provides guidance on Greenways. Code L1 provides guidance on enhancing the existing landscape structure, and Code L10 provides guidance on Biodiversity Net Gain.

1701 -2,850 Homes	Blueways (SS)	Comprehensive approach to facilitate the delivery of a network of blue infrastructure that incorporates Sustainable Urban Drainage Features and is integrated with the green infrastructure and delivers Biodiversity Net Gain. Key aspects of a strategic BI to be delivered are: • Sustainable Urban Drainage Systems • Enhancement of existing water courses • Active Travel • Biodiversity Net Gain	In step with housing development subject to the following triggers: • SUDs prior to 1,701st occupation • Blue Corridors in step with development	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	To 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. Code L3 of the Strategic Design Code provides guidance on Blueways.
	The Eastern Loop (SS)	To complete the envisaged extent of the Eastern Loop which will provide a positive interaction between East Cullompton and any potential future phases of the Garden Village.	To be provided in accordance with site specific phasing plans that demonstrate how the place making outcomes will be achieved.	Delivered by developer and secured via S106 Potential stewardship asset	Policy CU9	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. Code L8 of the Strategic Design Code provides guidance on the design and integration of the eastern loop.

4. Implementation, Monitoring and Review

Implementation

Planning Application Requirements

- 4.1 As has been noted in Section 1, there are multiple stakeholders involved in delivering East Cullompton and the wider Garden Village, and the first planning applications have already been submitted. It is crucial that the parcels are delivered as a single co-ordinated development over time. As set out in Local Plan policies CU7 and CU12 and the Masterplan SPD, an agreed PDS needs to be in place before planning permissions can be granted in order to achieve co-ordinated and cohesive placemaking outcomes.
- 4.2 Accordingly, the PDS requires that when development proposals are being brought forwards through the planning system, they will include compliance statements on phasing and delivery. These will set out how they will achieve delivery of the required infrastructure and mix of uses within a

particular phase. The compliance statements should:

- Set out how they will achieve delivery of the required infrastructure and mix of uses within a particular phase;
- Articulate how the proposals will and enable (and not preclude) delivery of the wider development in accordance with this PDS;
- If necessary, explain any deviation from the approach set out in this PDS; and
- Refer to the relevant Community Stewardship Implementation Plan (as below).

Community Stewardship

- 4.3 Stewardship is central to the successful delivery of East Cullompton and Culm Garden Village. It ensures that the place functions well, looks after itself and provides long-term value socially, environmentally and financially. By embedding stewardship into early design, governance, phasing and delivery, and by supporting strong community identity and accountability, the Garden Village can realise its ambition of becoming a resilient, distinctive and thriving place for future generations.
- 4.4 Earlier sections of this PDS have built on the adopted Masterplan SPD and have identified a set of key objectives and a checklist for what needs to be included in Implementation Plan(s) for Stewardship at East Cullompton. Implementation Plans are required to accompany and support any development proposals, and should:

- Identify the communal and public assets to be provided and set out how these will be managed and maintained throughout their lifespan.
- Propose governance arrangements for stewardship, which may include the establishment of a stewardship body (such as a Community Interest Company, Trust, or similar), or partnership with existing local organisations. The governance model should ensure community representation and accountability.
- Set out a financial strategy for stewardship, including cost estimates, funding sources (such as endowments, service charges, or income-generating assets), and mechanisms to ensure long-term financial sustainability.
- Include an adoption strategy for the transfer of assets, with clear triggers and responsibilities for handover, and arrangements for ongoing monitoring and review.
- Demonstrate how the stewardship approach will facilitate active

participation by local people and organisations, including plans for community engagement, capacity-building, and opportunities for residents to shape and manage their environment.

- Ensure that proposals are designed to be easily and safely maintained, with stewardship requirements considered in the design and delivery of all community assets.

4.5 These plans will be supplemented by the creation of an asset register and stewardship opportunities map, based on the identified opportunities as set out in Section 3 of this PDS. Individual developments should then be accompanied by a compliance statement, setting out how the proposals will work to enable the delivery of stewardship through supporting the implementation plan and meeting the requirements of the PDS, the Masterplan SPD, and relevant local and national policy. Developers should engage with the Council and other stakeholders at an early stage to explore the stewardship opportunities and any existing arrangements, and to agree how their proposals will then contribute.

Monitoring & Review

4.6 It will be important that the PDS, especially Section 3, is monitored against delivery and future changes in key context or circumstances in the area (for example the evidenced capacity at existing M5 J28). This will ensure that it remains useful in supporting future development proposals and delivery.

4.7 The Tables at Section 3 will be reviewed at least annually or at a point where key milestones of decisions related to the delivery of the east Cullompton scheme and wider Garden Village are known to have occurred.



East Cullompton Phasing and Delivery Strategy

Draft - June 2026

