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**Mid Devon Local Plan Review Examination**

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**HEARING 2**

**STRATEGY & SITE ALLOCATIONS:  
TIVERTON AND CULLOMPTON**

**Day 2: Friday 15 February 2019**

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**HEARING STATEMENT**

**Prepared by:**

**Woolf Bond Planning LLP**

**On behalf of:**

**Taylor Wimpey UK Ltd**

**Respondent ID:**

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**January 2019**

**WBP Ref: 7880**



**Woolf Bond Planning**  
Chartered Town Planning Consultants

## Executive Summary

*Taylor Wimpey UK Ltd maintain their objections to the soundness of the Local Plan Review in the context of the Council's proposed approach to the contingency status of land to the west of Siskin Chase, Cullompton under Policy CU21.*

*Their objections may be summarised as follows:*

- *The Plan is **not justified** having regard to the spatial strategy and housing allocations, such that it cannot be said to provide the most appropriate strategy when considered against the reasonable alternatives.*
- *The Plan is **not effective** and will fail to provide a five year supply of deliverable housing land on adoption and/or deliver the requisite amount of housing during the plan period.*
- *The Plan is **not consistent with national policy** having regard to the need to ensure housing site allocations will maintain an adequate supply of deliverable housing land, including in relation to the need for plans to be sufficiently flexible to adapt to change (paragraph 11(a) of the NPPF refers).*

*The failure to provide for sufficient deliverable site allocations will serve to frustrate attempts to address key factors affecting worsening affordability, and would be contrary to Government policy which is seeking to boost the supply of housing.*

*In order for the Local Plan to provide an appropriate basis for the planning of the District to 2031, Taylor Wimpey UK Ltd identify a need to amend the wording of Policy CU21 in order to remove the site's contingency status and identify the site as a baseline allocation to meet identified housing needs and help ensure a sufficient and flexible supply of housing land.*

*Policy CU21 should be amended in accordance with our suggested wording as set out in our Statement.*

*The above changes are necessary in order to ensure a sound allocation and Plan.*

## 1. INTRODUCTION

### Context and Background

- 1.1. This Statement has been prepared by Woolf Bond Planning LLP on behalf of Taylor Wimpey UK Ltd and is accompanied by a Technical Highways Note prepared by Vectors (**Appendix 1**).
- 1.2. This Statement addresses **Question 4** as set out in the Inspector's Matters and Issues regarding the soundness of Policy CU21 which relates to the contingency allocation of land to the west of Siskin Chase at Cullompton for 100 dwellings.
- 1.3. The principle of developing the site for housing has been established through Policy AL/CU/20 of the Allocations and Infrastructure Development Plan (Jan 2011) and Taylor Wimpey UK Ltd has now submitted an outline planning application to Mid Devon Council proposing development of the site for 105 dwellings together with a means of vehicle access from Siskin Chase. That application has been registered under LPA Ref: 19/00118/MOUT.
- 1.4. Submission of the application was at the invitation of the Local Planning Authority pursuant to matters discussed at a pre-application meeting held in October 2018 and agreement reached with County Highway as to the acceptability of the scheme in highway terms in July 2018<sup>1</sup>. The agreed highways position includes a requirement for a single point of access from Siskin Chase.

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<sup>1</sup> Minutes from that meeting are attached in the technical note prepared by Vectos at Appendix 1.

**2. Question 4: Is Policy CU21 (Contingency Site West of Siskin Chase, Cullompton) Sound?**

**Introduction**

- 2.1. For the reasons set out in the Executive Summary and explained in the accompanying Technical Note prepared by Vectos (**Appendix 1**) the wording and approach to Policy CU21 is not effective and cannot be said to be consistent with national policy.

**Highway Considerations**

- 2.2. As drafted, the Policy seeks to restrict the release of the Site until completion of the North West Cullompton through road linking Tiverton Road to Willand Road.
- 2.3. Paragraph 3.149 of the supporting text to the Policy refers to the purported impacts of development of the Site upon the local and strategic road network stating, inter alia, that (i) County Highways has stipulated that development should only take place providing there is sufficient network capacity, (ii) the Site will need to be phased to come forward after further M5 access improvements are implemented; and (iii) development of the Site will need to be deferred until after the completion of the North West Cullompton through road.
- 2.4. As set out in the Transport Assessment accompanying the recent planning application, and which matters were agreed at the pre-application stage (**Appendix 1** refers), County Highways have confined that they have no objection to the release of the site for development now and thus in advance of wider local highway network improvements.



- 2.5. As such, the highway context for development of the Site has changed significantly since the drafting of the Local Plan Review. This is principally as a result of the Inspector's conclusion in the Silver Street appeal decision<sup>2</sup> (Nov 2017).
- 2.6. Paragraph 43 of that decision concluded that the development of up to 259 dwellings at that site would not result in a material adverse effect on the volume and flow of traffic during the AM peak travel period within Cullompton or elsewhere on the local and strategic highway network. Paragraph 4 also confirms the lack of a five year supply of deliverable housing land (which position remains).
- 2.7. As a result of the Silver Street appeal decision, County Highways have withdrawn their objection to a number of applications in Cullompton. This includes in relation to the following:
1. Erection of 200 dwellings west of Willand Road, Cullompton (LPA ref: 17/01178/MFUL)
  2. Erection of up to 200 dwellings on land comprising phase 1 of the NW Cullompton urban extension (LPA Ref: 17/01170/MOUT); and
  3. Erection of up to 200 dwellings on the southern parcel of phase 1 NW Cullompton urban extension (LPA Ref: 17/01346/MOUT)
- 2.8. In addition to the above, a recent appeal decision relating to a scheme for up to 74 dwellings on land off Knowle Lane, Cullompton was allowed by decision dated 13 March 2018 (PINS Ref: 3184498) (LPA Ref: 16/01988/MOUT). In that decision the Inspector identified the main issue as "the effect of the proposed development on the efficient operation of the highway network in the vicinity of junction 28 of the M5."

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<sup>2</sup> PINS Ref: 3172380 (LPA Ref: 16/01811/MOUT)

- 2.9. Paragraph 4 of the decision states in relation to the Council's position on the matter as follows:

**“During the appeal process a letter, dated 29 November 2017, was received from Mid Devon District Council indicating that they considered it would be unreasonable, following the issuing of appeal decision APP/Y1138/W/17/3172380, for them to continue to defend the appeal on the issue of the impact of the proposed development on the free flow of traffic in the vicinity of junction 28 of the M5.”**

- 2.10. Paragraphs 7 and 8 of the decision conclude that the impact of the scheme in highway terms would be acceptable. Accordingly, the appeal was allowed.
- 2.11. The aforementioned schemes have been taken into account in our assessment of highway matters.
- 2.12. As stated, the signed minutes from the pre-application meeting between Vectos and County Highways (**Appendix 1**) confirm the agreement reached with County Highways as to the acceptability of bringing the site forward for development now without requiring wider strategic road improvements.
- 2.13. On the basis of the foregoing, the previously purported highway constraint(s) to development of the Site has been addressed and no longer serve as a barrier to bringing the site forward for development now.

#### **Sustainability Merits**

- 2.14. Overall, the Site represents a sustainable location for further development and the 105 dwellings proposed as part of the outline planning application provides for an effective use of the land, with the creation of much needed publicly accessible informal recreational space for the benefit of the wider community. A copy of the Illustrative Layout submitted in support of the application is attached at **Appendix 2**.

- 2.15. As demonstrated in the plans and particulars submitted in support of the application, there are no technical constraints to development of the site and the scheme will provide for much needed housing including up to 35% affordable homes.

### **Suggested Policy Changes**

- 2.16. In so far as the overall housing requirement is to be expressed as a minimum requirement, and on the basis that there are no technical constraints to bringing the site forward for development now, including agreement as to the acceptability of development the site for 105 dwellings in highway terms, there is no justification, pursuant to the approach set out at paragraphs 11(a) and 35 of the NPPF, to continue to delay the release of the site as it is no longer contingent on the need to provide for wider highway improvements in advance of the development (as confirmed by County Highways).
- 2.17. Accordingly, and as drafted, the policy is not consistent with the approach set out in the NPPF having regard to the need to ensure housing site allocations will maintain an adequate supply of deliverable housing land, including in relation to the need for plans to be sufficiently flexible to adapt to change (paragraph 11(a) of the NPPF refers).
- 2.18. The planning application for 105 dwellings has now been submitted and Devon County Highways did not raise any significant highway concerns as part of the pre-application process that could otherwise justify the imposition of the wording at part (b) to the policy. Moreover, and as demonstrated to be acceptable in the application, part (c) of the policy should be amended to confirm that only one vehicle access point from Siskin Chase is required to serve the site. Again, this was agreed with Devon County Highways. Finally, the development will provide financial contributions towards the delivery of infrastructure within the town, including the forward funding of the Eastern Relief Road.

2.19. On the basis of the foregoing including for the reasons set out in the application material and the accompanying technical note prepared by Vectos (**Appendix 1**), we propose the following policy changes:

- (i) *Amend the wording of Policy CU21 in order to remove the site's contingency status and identify the site as a baseline allocation to meet identified housing needs helping to ensure a sufficient and flexible supply of housing land.*
- (ii) *Insert the word "approximately" to part (a) of the policy as the provision of 100 dwellings on the site is not a ceiling.*
- (iii) *Delete part (b) of the policy in its entirety (which wording is not supported by evidence and cannot be said to be justified)*
- (iv) Amend part (c) of the policy to confirm that only one means of vehicle access is required to serve the site.

2.20. We welcome the opportunity to expand upon these matters at the Hearing.

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## Appendix 1

## Transport Written Representations

### CU21 – Land West of Siskin chase, Cullompton

30/01/2019

173040/N01

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#### Introduction

This highways and sustainability technical note has been prepared by Vectos on behalf of Taylor Wimpey UK Ltd in support of the merits of land to the west of Siskin Chase as a housing allocation under Policy CU21.

Within this review Vectos have considered the existing Mid Devon, Allocations and Infrastructure Development Plan Document (AIDPD), January 2011; which recognises the Siskin Chase site as a contingency site, under the reference AL/CU/20.

This technical note also presents the case for modifications to draft policy CU21 and the removal of the site's contingency status; thus seeking full allocation of the site.

#### Policy

The policy context for our considerations of the merits of the suite as a full allocation are provided by the NPPF, the Mid Devon Core Strategy (adopted 2007), the Mid Devon Allocations and Infrastructure Development Plan (adopted January 2011) and the submission draft Local Plan Review (2017).

The overarching framework for consideration of the highway and sustainability merits of the site are provided by the National Planning Policy Framework ("NPPF").

National Planning Policy Framework (NPPF, 2018)

Paragraph 108 of the NPPF states:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Paragraph 111 states:

*“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”*

Mid Devon Allocations and Infrastructure Development Plan (AIDPD, January 2011)

The adopted AIDPD includes the Siskin Chase site as a contingency site under policy AL/CU/20 Colebrook. This site is listed as a residential site to be released in accordance with the AL/DE/1 policy subject to the following conditions:

- “a) 100 dwellings with 35% affordable housing;*
- b) Provision of two points of access from Siskin Chase;*
- c) Provision of 2.7 hectares of Green Infrastructure, to include the retention of land in the floodplain as informal amenity open space;*
- d) Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;*
- e) Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;*
- f) Detailed archaeological investigation and measures to record, and where necessary, protect the archaeological interest of the site through appropriate design, layout and mitigation.”*

Mid Devon Local Plan Review, 2013 – 2033 Proposed Submission January 2017

The Siskin Chase site is allocated as a contingency site under Policy CU21

The policy wording states that release of the site is contingent upon the criteria at parts (a) to (g) of the policy. Specific references to highway matters are at (b) and (c) which state as follows:

(b) The development shall not commence until completion of the North West Cullompton through route linking Tiverton Road to Willand Road

(c)\_provision of two points of access from Siskin Chase.

**Assessment**

The site is specified as a contingency housing site within the adopted AIDPD and retained within the Mid Devon Local Plan Review 2013 – 2033 Proposed Submission document,

therefore the site is already recognised to be in a sustainable location and suitable for development.

A planning application for the site was submitted by Taylor Wimpey in January 2019 for 105 dwellings and a single means of vehicle access from Siskin Chase. A copy of the proposed access plan is attached at Appendix A.

The recent planning submission identifies one principle access route into the site from Siskin Chase, alongside a further pedestrian only access from Siskin Chase and a pedestrian/cycle access from Colebrooke Lane. This provides significant permeability through the site, knits the site into the existing fabric of the existing local community and creates great potential for sustainable travel opportunities both to and through the development. This therefore meets the criteria set out in the NPPF 108 (b) paragraph as outlined above.

The site takes significant benefit of being within walking distance of the town centre, making best use of existing infrastructure to maximise sustainable travel within the town and limiting the negative effects of reliance on the private car. This ensures that genuine opportunities exist for travel by foot or bicycle to the wide range of day to day destinations within the town including educational, retail, employment, health and leisure destinations.

The adopted AIDPD states that the site is “considered as a suitable location for development should the provision of housing be significantly delayed”. It’s clear from this policy that the site is considered to be in a suitable and sustainable location by Mid Devon District Council. What’s not clear is why it should only come forward if housing be significantly delayed given the clear positive credentials of the site to make best use of existing infrastructure and contribute towards sustainable patterns of travel within the town.

## **Infrastructure**

The infrastructure background and context within Cullompton has developed and changed significantly since the original drafting of the adopted Local Plan, but also since the drafting and publication of the Local Plan Review in January 2017. The proposed allocation of the site needs to be considered against the backdrop of a recent planning appeal (Reference APP/Y1138/W/17/3172380) by Gallagher Estates and Devon County Councils application for infrastructure funding through the Housing and Infrastructure Fund and proposals for the Eastern Relief Road and North West Cullompton Distributor Road. The appeal decision is included as Appendix B

As part of the pre-application process to the Taylor Wimpey application for 105 dwellings on land west of Siskin Chase, Vectos met with Devon County Council highway officers on 18 July 2018 in order to discuss highway and sustainability matters. As confirmed in the minutes from that meeting, it was agreed that there were no highway impediments to releasing the site for development now such that site could come forward immediately without any wider highway infrastructure requirements or Grampian Conditions. The signed meeting minutes are included in Appendix C.



Specifically, the current advice from the Devon County Council highway team indicates that the site could come forward in advance delivery of the Eastern Relief Road and North West Cullompton Distributor road. This agreement is of particular importance to the formulation of the contingency wording in Policy CU21. In short, the provisions at part (b) to the policy are no longer required and should be deleted.

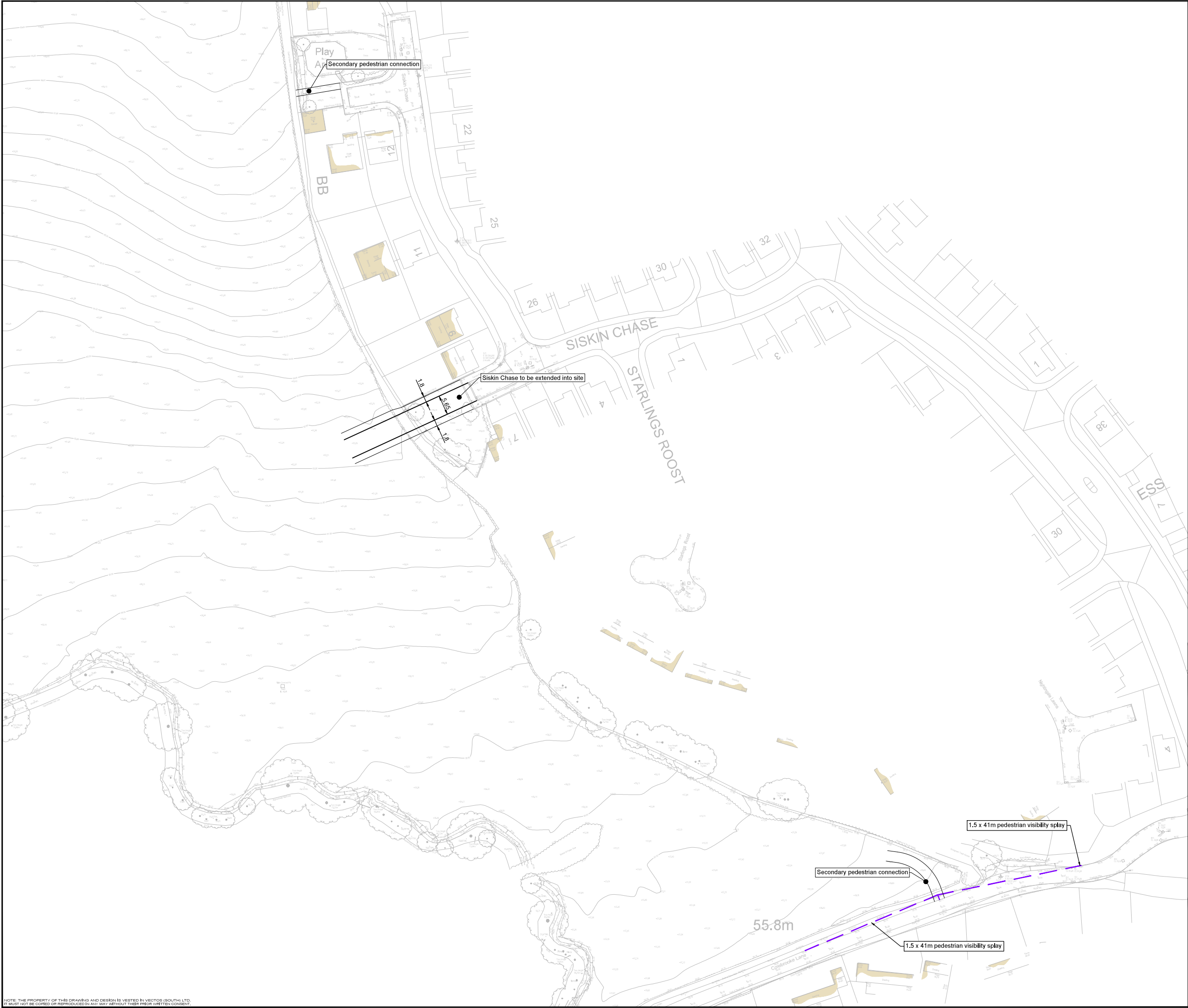
Devon County Council have advised that the partial costs of delivery of the Eastern Relief Road will be recovered through S106 contributions from future development within the town, for which the Siskin Chase site could be one such development. It is understood that Devon County Council has also made a bid through the Housing and Infrastructure Fund in relation to the funding of the Eastern Relief Road and are awaiting confirmation of funding. The Eastern Relief Road now forms an integral part of the future infrastructure package for the delivery of development within the next plan period and forms part of the future Culm Garden Village infrastructure proposals and new junction onto the M5.

## **Conclusion**

In conclusion, the site should be considered as a full allocation in the Mid Devon Local Plan 2013-2033. The site has been shown to fulfil the requirements of the key policy documents, is sustainable and can be developed in advance of the delivery of any major off-site infrastructure provision. This position has been discussed and agreed with Devon County Council as set out within the agreed minutes included in Appendix C.

A planning application for 105 dwellings has now been submitted and Devon County Highways have not raised any significant highway concerns that could otherwise justify the imposition of the wording at part (b) to the policy. Moreover, and as demonstrated to be acceptable in the application, part (c) of the policy should be amended to confirm that only one means of vehicle access is required to serve the site. Again, this was agreed with Devon County Highways. Finally, the development will provide financial contributions towards the delivery of infrastructure within the town, including the forward funding of the Eastern Relief Road.

## **APPENDIX A**



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (SOUTH) LTD.  
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Notes

1. Preliminary access arrangement is subject to review at detailed design stage.

REV.	DETAILS	DRAWN	CHECKED	DATE
C	Secondary pedestrian connection amended to achieve 41m visibility	CJM	MA	14.12.2018
B	Dimensions amended	BJB	MA	03.12.2018
A	Pedestrian connections added	BJB	MA	22.11.2018

STATUS:	INFORMATION ONLY
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CLIENT:	Taylor Wimpey
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PROJECT:	Siskin Chase, Cullompton
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DRAWING TITLE:	Access Arrangement
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SCALES:	1:500 @ A1
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DRAWN	BJB	CHECKED	MA	DATE	28.11.2018
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DRAWING NUMBER:	173040_G_02	REVISION:	C
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## **APPENDIX B**

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## Appeal Decision

Hearing held on 3 - 4 October 2017

Site visit made on 4 October 2017

**by H Baugh-Jones BA(Hons) DipLA MA CMLI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 03 November 2017**

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**Appeal Ref: APP/Y1138/W/17/3172380**

**Land off Silver Street, Willand, Devon**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
  - The appeal is made by Gallagher Estates against the decision of Mid Devon District Council.
  - The application Ref 16/01811/MOUT, dated 18 November 2016, was refused by notice dated 17 March 2017.
  - The development proposed is outline planning application for residential development of up to 259 dwellings, with public open space, landscaping and associated infrastructure with all matters reserved except the vehicular access from Silver Street.
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### Decision

1. The appeal is dismissed.

### Procedural Matters

2. The application is in outline with only access to be considered at this stage. However, the application documents include a Concept Masterplan that identifies how the development might be laid out. It was agreed by the parties at the Hearing that this provides illustrative material only and I have treated it as such in my determination of the appeal.
3. A suite of planning obligations by way of Unilateral Undertakings (UUs) was submitted prior to the Hearing. However, also at the Hearing, the need for minor amendments was brought to my attention in respect of the proposed village entry signage. Following a round-table discussion, it was concluded by the parties and with which I am satisfied, that no such amendments in relation to this matter are necessary. However, amendments remained to be made to one of the UUs and I agreed with the parties a defined period of time after the close of the Hearing within which they were to address this matter and provide a final signed version of the relevant UU. I now have an executed set of planning obligations before me. Together, they make provision for affordable housing, on-site public open space, sustainable travel, education, healthcare, transport and highways.
4. It is common ground between the parties that the Council cannot currently demonstrate a 5 year supply of deliverable housing sites (the five-year housing land supply (HLS)) and that having regard to paragraph 49 of the National Planning Policy Framework (the Framework), the tilted balance contained within Framework Paragraph 14 therefore applies.

## Background and Main Issues

5. The Council refused the application on two substantive grounds, which having regard to the Council's HLS, I consider give rise to the following main issues:

Whether any harm arising from the proposal would significantly and demonstrably outweigh its benefits having regard to:

- (i) the development plan strategy for the location of housing, the Framework and the scale of the development in relation to Willand; and
- (ii) its effect on the efficient operation of the highway network in the vicinity of junction 28 of the M5, including having regard to any proposed mitigation measures.

## Reasons

### *Planning policy*

6. The development plan for the District comprises the Mid Devon Core Strategy (2007) (CS), the Allocations and Infrastructure Development Plan Document (2011) (AIP) and the Local Plan Part 3 Development Management Policies (2013) (DMP).
7. The policies that feature in the Council's reasons for refusal of the application and which are therefore relevant to the determination of this appeal are: CS COR 1 (sustainable communities); COR 9 (access); COR 12 (development focus) and DMP policy DM1 (sustainable development).
8. Policy COR 1 sets out a series of policy measures which aim to manage growth so that it meets sustainability objectives, brings positive benefits, supports diverse community needs and provides vibrant, healthy and inclusive places for people. It includes a requirement for accessible forms of development that reduce the need to travel by car and are integrated with public transport and other sustainable modes of travel, allow for ease of movement and provide safe environments. Policy COR 9 supports the broad objectives of policy COR 1 by seeking to co-ordinate development and transport planning to improve accessibility for the whole community, reduce car travel, encourage public transport use, cycling and walking.
9. CS policy COR 12 states that development will be concentrated at Tiverton, Cullompton and Crediton, with a limited role for Bampton. The policy goes on to say that other settlements will have only very limited development required to meet local needs and rural regeneration. It sets out development rates for these respective places. DMP policy DM1 reflects the presumption in favour of sustainable development set out in the Framework.
10. Although not included in the putative reasons for refusal, CS policies COR 17 and COR 18 are relevant and have been referred to by both parties. COR 17 designates a number of rural settlements as 'Villages' wherein development will be limited to minor proposals within their defined settlement limits and to allocations for: affordable housing meeting a local need; small scale employment and tourism; services and facilities serving the locality; and other very limited development which enhances community vitality or meets a local social or economic need. Policy COR 18 seeks to strictly control development in the countryside and sets out a number of criteria against which development

will be permitted in these areas. The broad objective of the policy is to enhance the character, appearance and biodiversity of the countryside by focussing growth in the market towns to reinforce their social and economic role and enhance self-sufficiency. Based on all that has been put to me, I am satisfied that these two policies are relevant to my considerations in this appeal and I have therefore taken them into account in reaching my decision.

11. The Council is in the process of preparing a Local Plan Review. The plan has been submitted to the Secretary of State and initial hearing sessions have been held on a limited range of policies. However, further hearing sessions have been adjourned pending the commissioning by the Council of an independent report to review the major modifications stage of the Sustainability Appraisal. Dates are yet to be published for the re-arranged Hearings as part of the Local Plan Examination process. The available evidence does not include any policies from the Local Plan Review although references were made to the housing allocation for Willand within it at the Hearing.

*Location of housing and scale of development*

12. The site comprises agricultural land located immediately to the south west of the built up area of Willand, which is recognised as a 'Village' in CS policy COR 17.
13. In my view, it is reasonable to conclude that there is a vast gulf between the scale of development proposed and what the development plan envisages for villages such as Willand as expressed in CS policy COR 17. I therefore consider the proposal to be in conflict with this policy.
14. The proposal would provide a substantial development of market housing and although there would also be an affordable housing element, this would be as a percentage of the total number of dwellings and there is no evidence before me that it would relate to an identified local need. Accordingly, the appeal scheme would not meet any of the criteria set out in policy COR 18 and therefore conflicts with it.
15. It is common ground between the parties that there would be some albeit minor harm to the local landscape<sup>1</sup>. The site would sit between the M5 and Silver Street and it is reasonably well-screened in most of the available views although there are areas along Silver Street and Meadow Park, where there are more open views. The proposed development would clearly change the character of this part of the countryside and the dwellings would have some presence in the available views although this could be mitigated by the use of planning condition. Overall, I agree with the parties that there would be only minor harm to the character and appearance of the countryside.
16. As part of its Local Plan review, the Council has allocated land for development on part of the appeal site, which demonstrates a clear recognition that in order to meet its aspirations for housing growth, not all development can take place within the existing built confines of settlements. Given the current stage of the Plan's preparation I do not consider that its policies can be given any more than limited weight in this appeal. However, the general approach of allocating a site to accommodate a modest number of dwellings in Willand accords with the broad principles of the CS and the Framework in seeking to ensure the

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<sup>1</sup> Statement of Common Ground paragraph 7.13

level of development is adequately supported by infrastructure and to support its health, social and cultural well-being.

17. The proposal would very substantially increase the size of Willand. Within the village, there are a number of dispersed services and facilities. However, taking into account the existing size of the settlement, they represent a somewhat basic and modest level of provision.
18. I have had regard to the findings of the Inspector in his decision<sup>2</sup> (HD3) relating to a scheme for 30 dwellings in Uffculme. The Inspector refers to the number of shops and services within that settlement and it seems clear to me that there are about the same number as in Willand. The Inspector considered the proposed 3% growth in Uffculme would be unlikely to undermine social cohesion in the village. However, the scale of development proposed in this appeal would represent a very significantly greater level of growth relating to a settlement with no greater level of services and facilities.
19. Although the appeal scheme proposes to contribute financially towards education and healthcare facilities in Willand, there would be no corresponding increase in the number of other services and facilities. I recognise that the existing businesses would not necessarily be harmed economically but the scale of the development would be at odds with the Council's strategy for locating the majority of new housing in and around the larger settlements in Mid Devon. For these reasons, the proposal conflicts with CS policies COR 1 and COR 12.

#### *Highway network*

20. Highways England (HE) does not object to the proposed development on transport grounds in relation to traffic impacts on the M5. However, Devon County Council (DCC) is responsible for the roads leading to M5 junction 28 and the Council's highway concerns relate to the capacity of the roads within and around Cullompton to accept the additional vehicular traffic it envisages will arise from the development.
21. It was put to me that the additional traffic generated would result in vehicles backing up along Millennium Way, which leads from the B3181 where it joins Station Road at a roundabout junction. The Council argues that this would have an adverse effect on the flow of traffic along Station Road, around junction 28 of the M5 and along High Street. At the Hearing, it was agreed by the main parties that the Council's concerns relate only to the AM peak traffic period and the eastbound flow of traffic towards junction 28.
22. The traffic modelling produced by DCC indicates that junction 28 is close to capacity when the traffic volumes predicted to arise from a number of allocated residential and commercial sites are included.
23. However, initially, an allocation at North West Cullompton envisaged 1100 dwellings and 40,000 sqm of commercial land but this latter element was reduced to 10,000 sqm before being increased again to 19,000 sqm although there remains some doubt over whether this will be fully achieved. In addition, allocations at Court Farm, Padbrook Park, Knowle Lane and Exeter Road amount to a total of about 565 dwellings. The modelling did not include the

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<sup>2</sup> APP/Y1138/W/17/3178479



12,000 sqm commercial allocation at Venn Farm set out in the emerging Local Plan (eLP).

24. Improvements to junction 28 are proposed as part of the emerging East of Cullompton allocation. The Council argues that until these improvements have been implemented, there is insufficient capacity at the junction to cope with the additional traffic that it considers the appeal scheme would generate. However, even when taking account of all the above commercial allocations, their combined area still falls well below the initial modelled effects based on 40,000 sqm. The Council has allocated part of the appeal site for 42 dwellings. Taking this from the proposed number of 259 dwellings, it gives a residual increase of 217 dwellings over and above that allocation.
25. The survey work<sup>3</sup> carried out by DCC revealed a significant queuing delay along Station Road with traffic queuing back from junction 28 to the High Street/Station Road junction. At the Hearing the Council accepted that the number of vehicles associated with committed development would be in the region of 48 per hour representing about a 5% increase. The proposed development is predicted to add a further 32 vehicles per hour.
26. It is clear from the connections between the roads that lead from the appeal site into Cullompton that the obvious and logical route for drivers would be initially to head south along Silver Street/B3181 before turning left into Millennium Way. The available evidence indicates that based on the number of vehicles generated, there would be about 1 additional vehicle adding to the back of any queue along Millennium Way every two minutes.
27. Accordingly, in order for any delays in journey times not to worsen, there would need to be a corresponding movement of vehicles from Millennium Way onto Station Road. This would rely upon two main factors in my view. Firstly, there would need to be sufficient opportunity for vehicles to turn left from Millennium Way into Station Road at its roundabout junction and secondly, the cycle time of the signalised junction at the southbound on and off-slip roads of junction 28 would need to be adequate to ensure traffic flowed without backing up.
28. I was able to make my site visit early in the morning and took the opportunity to travel to Cullompton to assess the volume and flow of traffic during the AM peak travel period. I observed that although traffic was queuing for much of the way along Station Road from the roundabout at the top of the northbound on and off-slip roads at junction 28, it was not backed up all the way to the junction with High Street and was moving steadily. There was also a steady flow of traffic between the roundabout and traffic light controlled junctions at the junction 28 slip roads and no clear signs of unacceptable delay.
29. This corroborates the evidence<sup>4</sup> of DCC's highways officer that because the traffic light junction operates under the MOVA system, the queue of traffic only extends as far back as the nearby roundabout once every ten cycles. At my site visit, this seemed to me to be adequate in ensuring a modestly paced but nonetheless steady flow of traffic along Station Road and Millennium Way towards junction 28.

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<sup>3</sup> Cullompton Queue Length Monitoring June 2016 (included as Appendix K of the appellant's Transport Statement of Case ref W15243\_Ap\_01\_C, which in turn forms Appendix 1 to the appellants main Statement of Case).

<sup>4</sup> Appendix 3 of DCC's Statement of Case (actually titled 'Proof of Evidence')

30. Moreover whilst there was a queue along a short section of Millennium Way, I observed vehicles merging steadily onto Station Road. I am not therefore convinced by the Council's arguments or those of interested parties that there is a residual issue in this particular respect. Given the modest number of vehicles associated with the proposed development that would join the back of any queue, I am not persuaded that there would be any material effect on the volume or flow of traffic approaching Station Road from Millennium Way or by extension, that there would be any knock-on effects elsewhere on the local highway network. Furthermore, I have nothing of substance before me to counter the appellant's evidence that vehicle delay times because of queuing are in the region of only 93 seconds. In my view, this is not a significant delay.
31. Notwithstanding all of this, because of the various locations of committed developments around Cullompton, the traffic associated with them would be unlikely to travel along Millennium Way. Having said that, it could add to the general volume of traffic along Station Road during peak travel periods. Nevertheless, the increase in the number of vehicles is predicted to be low at 5% and I am satisfied that this will have a negligible effect on overall traffic volume and flows.
32. Interested parties also raised the issue of traffic associated with the two local quarries and a landfill site. However, no information was submitted to show where these are and how they would impact upon traffic through Cullompton towards M5 junction 28 during the AM peak travel period. Furthermore, although the figure of 487 daily vehicle trips was suggested in relation to these sites, there is no empirical evidence as to how they affect the AM peak period. I accept that the PM peak period may also be affected but I have no compelling reason to step away from the Council's contention that the predicted effects of the proposed development would be during the morning. Neither do I have any substantive evidence to suggest a growing adverse cumulative traffic effect in Cullompton. Indeed, the evidence actually indicates a reduction in traffic in this area between 2012 and 2017 even though there has been some growth in development.
33. It was also put to me that there would be an unacceptable effect on the area around Waterloo Cross, which is located to the north of Willand and where there are distributor routes to M5 junction 27. However, there is no clear evidence before me that the proposed development would result in traffic issues in this area, particularly given the modest number of predicted vehicle trips. I therefore give this argument little weight.
34. However, and notwithstanding the appellant's stance in relation to the residual and cumulative impacts of the proposal, a suite of sustainable transport measures have been put forward in order to encourage a modal shift to sustainable forms of travel. These include financial contributions towards: advertising and publicity of the Carshare Devon Scheme within Willand; the improvement of bus services between Exeter and Willand; the promotion of rail usage through marketing events; and undertaking Personal Travel Planning for all dwellings within the proposed development and an additional 400 dwellings in Willand.
35. The parties agree that the proposed package of measures would deliver a modal shift but disagreement remains over the level of such a shift and

whether it would be successful in achieving its objectives of reducing car journeys.

36. It is clearly impossible to accurately predict what the take up of such measures would be; particularly car sharing and bus travel. Nevertheless, in terms of car sharing, given that it was put to me that there is existing informal car sharing taking place in Willand, the further promotion of this travel option would appear to offer greater potential for car sharing through a formalised scheme. The appellant's evidence clearly sets out that the Devon Car Share Scheme is a successful one and I have no reason to doubt that this could not apply to Willand.
37. There is a regular bus service between Willand and Exeter with stops very close to the appeal site. The Council's evidence suggests a high take up of this form of transport which to me indicates its popularity. It was put to me that the bus times do not tie in well with journey to work times. However, the bus operator proposes to increase frequency such that buses would arrive in Exeter between 0830 and 0930, which would be within a suitable time period for getting to work. This would initially be funded by the appellant. In my view, the bus operator's proposition that the service would be self-financing after the scheme period would be likely to prevent the previous situation where the service was reduced following the expiration of funding, particularly when taking account of the high level of current bus use.
38. There are also opportunities to access the railway station at Tiverton Parkway via a cycle ride of about 3.6km, much of which is along a formalised cycle route. There is then a half-hourly train service to Exeter St Davids with onward rail travel into the city centre. There is also a car park at the station that would allow for short car journeys from the proposed development.
39. In addition to the above measures, the appellant proposes to provide Personal Travel Planning. This has been shown to be successful in other areas, resulting in a 19% modal shift from single occupancy car travel to sustainable forms of transport. I have no substantive contrary evidence to indicate that this could not also be achieved in Willand, both for the proposed development's occupiers and within the settlement more widely.
40. None of this means that a significant number of households would not still be likely to rely on the car for day-to-day shopping trips and to access other services and facilities in Cullompton. This is mainly because of the convenient and attractive option of it being only about a 10 minute car journey away. Having said that, there is no requirement in the development plan for car travel to be eliminated altogether.
41. On the balance of probabilities, I consider that the package of sustainable transport measures put forward would achieve an acceptable modal shift in the travel patterns of those occupying the proposed development and elsewhere in Willand.
42. The Council asserts that to allow the proposed development to go ahead would frustrate the delivery of other developments. At the Hearing, it was clarified that this would only be in relation to highway effects. However, for the reasons I have already set out, I am satisfied that there would be no severe residual and cumulative highway impacts resulting from the proposed development.

43. For the above reasons, I am satisfied that the proposal would not result in a material adverse effect on the volume and flow of traffic during the AM peak travel period within Cullompton or elsewhere on the local and strategic highway network. I am also persuaded that the measures put forward for encouraging the use of sustainable transport modes would be sufficiently effective in reducing car use. As such, the residual and cumulative impacts of the proposed development would not be severe. Thus the proposal would accord with the travel-related objectives of CS policies COR 1 and COR 9.

#### *Planning obligations*

44. The proposal makes provision for 35% affordable housing on the appeal site which would accord with the provisions of AIP policy AL/DE/3. I am satisfied that there is sufficient development plan policy justification for the obligation on affordable housing and that it would comply with paragraph 204 of the Framework and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (CIL).
45. The obligations also provide for a Travel Information Pack that would be provided to all residents in Willand promoting Car Share Devon and Tiverton Parkway station. A Travel Plan would also be agreed which would provide personal travel planning for up to 400 residents in addition to those occupying the proposed development. However, given that this would range more widely than the development itself, I do not consider that these aspects of the obligations are necessary to make the development acceptable in planning terms. Thus, they would not accord with the Framework tests or the CIL Regulations.
46. Insofar that the provisions in the UUs relating specifically to mitigating the effects of the proposed development on transport and highways, they are neutral factors that could not be weighed in favour of the development in the planning balance. As I am dismissing the appeal for other substantive reasons, with the exception of affordable housing, I do not consider these obligations further.

#### **Other Matter**

47. On the other side of Silver Street, the built form of the settlement extends considerably further south and in part comprises Willand Old Village. A substantial proportion of this part of Willand is designated as a Conservation Area (CA).
48. Most of the CA is concentrated away from the appeal site and there is a substantial area of other residential development in between as well as Silver Street itself. I am therefore satisfied that the proposal would not result in harm to the setting of the CA.

#### **Planning Balance**

49. The level of the Council's HLS shortfall was considered by the Inspector in the Uffculme appeal to be between 4 and 4.5 years based on the conclusions of previous Inspectors in appeals on other sites in the District. There is no evidence in this current appeal that there has been any material change in the Council's HLS position since then. It was agreed by the parties at the hearing that the HLS is in the region of 4 to 4.5 years and I have no reason to take a different view.

50. The Framework states that where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted. There are no restrictive policies in the Framework that indicate development should be restricted in this instance. At the heart of the Framework is the presumption in favour of sustainable development, which has three mutually dependent dimensions - economic, environmental and social.
51. CS policies COR 17 and COR 18 are contributing to a restriction on bringing forward development in the District in line with the Framework requirement to boost significantly the supply of housing. Accordingly, the appeal scheme's conflict with these policies is limited.
52. The Framework seeks to boost significantly the supply of housing. In this respect the contribution of 259 dwellings to housing supply in a District where there is currently a shortfall carries significant weight. The Framework also says that local planning authorities should consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs. The appeal scheme would result in 35% of the total number of proposed dwellings being affordable, which on the face of it would represent a significant benefit.
53. However, the emerging Local Plan Review envisages 42 dwellings including 30% affordable housing for Willand. This is very substantially lower than both market and affordable housing growth proposed in this appeal. Even if I were to accept that the need for housing could be greater than planned for in the CS in order to reflect the Full Objectively Assessed Need for Mid Devon, I am not persuaded that a development on the scale proposed would be likely to reflect a requirement to meet identified local needs for either market or affordable housing. Furthermore, I have not been made aware of a pressing need for affordable housing in Willand such that the scale of housing proposed should override the provisions in the development plan.
54. Moreover, all of this must be considered in the wider context of creating a mixed and balanced community as promoted by the Framework. I am not persuaded that the proposal would make satisfactory provision for the shops and services that would be necessary to meet the growing needs of a village resulting from such rapid and substantial expansion. The influx of new households on the scale proposed would place additional pressure on the overall limited range of services and facilities in the village and whilst I accept that it is not necessary for the proposed development to be self-contained, I consider it would unbalance the settlement and undermine social cohesion. I give significant weight to the appeal scheme's conflict with the development plan and the Framework in this regard. This in turn limits the weight that I give to the appeal scheme's contribution to market and affordable housing.
55. Given that the Framework seeks to promote the vitality of our main urban areas, it seems to me that this chimes with the Council's development focus as expressed in CS policy COR 12. Insofar that CS Policies COR 1, COR 9, and DMP policy DM1 also seek to promote sustainable forms of development, I consider them to be in general conformity with the broad sustainable

development objectives of the Framework. I therefore give significant weight to the appeal scheme's conflict with these development plan policies.

56. The Framework says that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. There is good availability of sustainable transport options in Willand, which would be further enhanced as part of the appeal scheme. In this regard, I do not find any material conflict with the Framework or the development plan.
57. There would be other benefits from the economic uplift likely to result from the construction process and as I have already said there would be no harm in terms of the retention of existing local businesses.
58. There would be minor harm to the character and appearance of the countryside. However, I do not consider that this would be of sufficient consequence to weigh materially against the appeal scheme. This general absence of harm is therefore a neutral factor in the overall planning balance.
59. In terms of the transport impacts of the proposal, Paragraph 32 of the Framework says that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. For the reasons set out in my consideration of the second main issue, I do not find that to be the case here and thus this is also a neutral factor in the overall planning balance.
60. To conclude on the planning balance, I have not found harm in respect of the appeal scheme's effects on the highway network or, on balance, to the countryside. I have found that there would be some economic benefits of the appeal scheme. The proposal would also result in a substantial increase in the availability of housing in Mid Devon. However, I attach significant weight to its conflict with the development plan policies relevant to the scale and distribution of housing in Mid Devon and which I consider broadly reflect the sustainable development principles in national planning policy. In my view, the totality of these adverse impacts significantly and demonstrably outweighs the benefits of the appeal scheme.

## **Conclusion**

61. I have taken into account the Council's HLS shortfall and have attached appropriate weight to the appeal scheme's benefits. I have found that, in some respects, the proposal is supported by certain Framework and development plan policies. However, in undertaking the tilted balance, the benefits of the appeal scheme do not override all other considerations. Accordingly, when the Framework is read as a whole, the proposal would not be sustainable development. As such, the Framework does not indicate a decision other than in accordance with the Development Plan.
62. For the above reasons and having had regard to all other matters raised, the appeal does not succeed.

*Hayden Baugh-Jones*

Inspector





## APPENDIX C



# Minutes of Meeting

Project: Land to the west of Siskin Chase and north of Colebrook Lane, Cullompton

Date & Time: Wednesday 18 July 2018, 2pm

Location: AB3 Blue, County Hall

## Attendees:

Stuart Jarvis – Devon County Council (SJ)

Ian Sorenson – Devon County Council (IS)

Mark Anderson – Vectos (MA)

Jonathan Lloyd – Vectos (JL)

Richard Harrison - Taylor Wimpey (TW)

## Introduction

Meeting arranged with Devon County Council (DCC) to discuss the highway issues associated with the proposed development to the west of Siskin Chase and north of Colebrook Lane, Cullompton.

A Technical Note produced by Vectos (Ref. 173040/N02\_2)\_dated June 2018 was submitted to DCC in advance of the meeting. The Technical Note set out to identify the level of development traffic that would impact on M5 Junction 28 and summarised that the site would not have a severe impact at M5 Junction 28. It was also identified that the site would not be reliant on the delivery of the North West Cullompton Distributor Road.


Item	Description	Action
1.	RH described the development proposals (the site) in terms of the site being a contingency site within the local plan and that TW are now seeking to bring the site forward in the form of an outline planning application (with the means of access to be determined) for approximately 100 dwellings.	-
2.	JL described the site as being sustainable in transport terms due to its location within Cullompton.	-
3.	JL described the impact of the development at Junction 28 as being much less than the Gallaghers site at Silver St, Willand and it was agreed by IS/SJ that no further assessment of M5 Junction 28 was required for the site.	-

4.	<p>IS described that the eastern relief road was now being taken forward as part of the HIF bid as the HIF scheme for M5 Junction 28 was not deliverable. IS/SJ described that the eastern relief road provides capacity for 1100 dwellings within Cullompton and the site would be considered as part of the 1100 dwellings provided for by the eastern relief road. 600 dwellings at North West Cullompton and 74 dwellings at Knowle Lane are already committed within the 1100 dwellings, leaving headroom in terms of available capacity within the local road network for a further 426 dwellings.</p> <p>It was agreed that DCC Highways would not object to a planning application for 100 dwellings subject to (i) headroom remaining in the road network and the time of the application; and (ii) the imposition of appropriately worded conditions(s) and necessary contributions secured through the s106 process.</p> <p>IS/SJ explained that the current programme for the eastern relief road was public consultation in September 2018 and a planning application around Christmas 2018.</p>	-
5.	IS explained that the cost of the eastern relief road is approximately £13-15m with £10m available from HIF. Therefore, there is a shortfall of £3-5m and contributions would be required from developments within Cullompton. IS confirmed that DCC are still to agree the mechanism for contributions to the eastern relief road.	
6.	The junctions required for assessment as part of a planning application were discussed. It was agreed with DCC that the Exeter Road/Swallow Way junction and Exeter Road/Colebrooke Lane junction should be assessed.	Vectos
7.	DCC noted that the proposed AM peak trip generation rates appeared low and that agreed trip rates from the Knowle Lane development could be used. MA explained that the trip rates used were for mixed private/affordable housing and not private housing. Vectos to clarify and agree trip rates with DCC.	Vectos

8.	RH queried whether the North West Cullompton Distributor Road would be required before the site could be delivered and IS confirmed that this would not be the case.	-
9.	IS suggested that Josh Lewis should be contacted regarding flood issues in the area.	TW/Vectos
10.	IS suggested that pedestrian visibility should be considered on Colebrook Lane if a pedestrian link is provided from the site in this location.	TW/Vectos
	<b>Conclusion:</b>  Based on the above, no significant highway concerns were raised by DCC regarding the proposed site subject to an acceptable Transport Assessment and the imposition of appropriately worded conditions(s) and necessary contributions secured through the s106 process.	-

Signed by:  (Mark Anderson)

Date: 31/7/18

  
31/7/18



## Appendix 2



## 1 Existing Landscape Framework

A high proportion of the existing vegetation including mature trees and hedgerows will be retained and incorporated within the Site layout. In addition, existing vegetation will be managed to promote good health and longevity.

Where existing vegetation is lost in order to create a cohesive layout and the proposed access, there will be many opportunities for new tree, shrub and hedgerow planting as part of the development to provide compensation.



## CULLOMPTON RUGBY FOOTBALL CLUB

## 3 Recreational Paths

New recreational paths will be provided around the new homes and through the public open space, providing an informal recreational resource within the development. Providing links to the adjacent residential area as well as to Colebrooke Lane.



## 4 New Native Vegetation

- New native vegetation including native hedgerow will be planted on the boundaries of the Site to aid in filtering views and integrating the new dwellings into their setting.
- The new native vegetation will also respect the visual amenity and setting of the nearby buildings.
- New native species will provide opportunities for wildlife and enhance the biodiversity of the Site.
- Typical species will include:

Species	Common Name
<i>Prunus spinosa</i>	Blackthorn
<i>Crataegus monogyna</i>	Hawthorn
<i>Acer campestre</i>	Field maple
<i>Sambucus nigra</i>	Elder
<i>Cornus sanguinea</i>	Dogwood
<i>Salix alba</i>	White Willow
<i>Salix caprea</i>	Goat Willow



## 2 Natural Play Trail in New Park

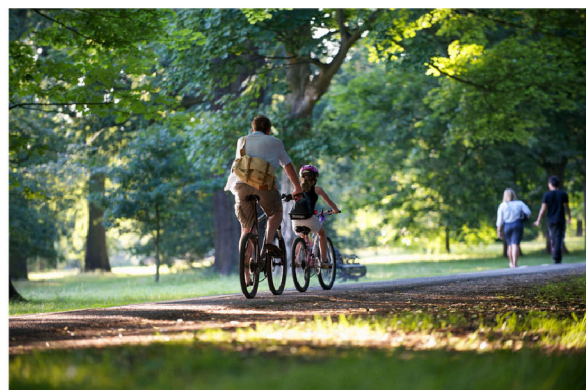
The new park in the southern area of the Site will be planted with native species to reflect the local landscape character, provide wildlife habitat and create a parkland feel within the space. A surfaced route will run through the park and seating will be provided at regular intervals.

A trail of natural play equipment will be included at regular intervals alongside a looped surfaced route. A range of equipment will provide recreational opportunities for children of all ages and exercise opportunities for adults with some trim trail equipment.

Planting within the park will be informed by the ecological strategy to provide high quality wildlife habitat together with an amenity benefit. New native vegetation is outlined in label 4 of this plan.

Species for the wildflower meadow planting, tailored for seasonally wet soils, will include:

- Agrostis capillaris* - Common Bent
- Alopecurus pratensis* - Meadow Foxtail
- Anthoxanthum odoratum* - Sweet Vernal-grass
- Briza media* - Quaking Grass
- Cynosurus cristatus* - Crested Dogtail
- Deschampsia cespitosa* - Tufted Hair-grass
- Festuca rubra* - Slender-creeping Red-fescue
- Hordeum secalinum* - Meadow Barley
- Schedonorus pratensis* - (Festuca pratensis) - Meadow Fescue



## 6 Ecological Enhancements

A number of ecological enhancements are proposed across the Site as part of the landscape proposals. These include:

- Planting of native shrubs and tree copses;
- Overseeding some areas with wildflower mixes suitable for seasonally wet soils;
- Provision of wetland scrape habitats alongside the existing watercourse in the south of the Site.



## 5 Sustainable Drainage

Sustainable Drainage Systems are incorporated into the strategy in order to retain run-off water on site and allow it to be held temporarily in the basins before being released slowly into the existing watercourses. This basin will be sown with a wildflower / grass mix which is tolerant of periodic wet conditions and planted with appropriate wetland species for the benefit of local wildlife as well as to create visual interest.

Wetland species will include:

Marginals and Aquatics

- Ragged robin - *Lychnis flos-cuculi*
- Meadow buttercup - *Ranunculus acris*
- Devil's-bit scabious - *Succisa pratensis*
- Meadowsweet - *Filipendula aria*
- Water avens - *Geum rivale*

Shrubs

- Goat willow - *Salix caprea*
- Common Osier - *Salix viminalis*

Trees

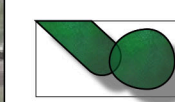
- Aspen - *Populus tremula*
- Downy birch - *Betula pubescens*



## LEGEND

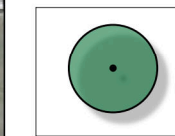
APPLICATION BOUNDARY

EXISTING

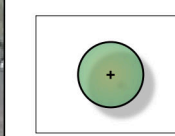


EXISTING TREES / VEGETATION

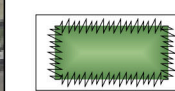
PROPOSED



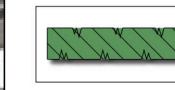
FOCAL TREE



STREET/POS TREE



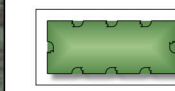
THICKET / WOODLAND MIX



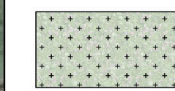
ORNAMENTAL HEDGE PLANTING



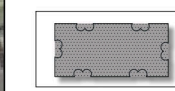
NATIVE HEDGE PLANTING



ORNAMENTAL SHRUB / HERBACEOUS / ORNAMENTAL GRASS PLANTING



WILDFLOWER MEADOW MIX



AQUATIC PLANTING



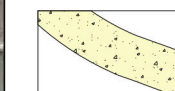
AMENITY GRASS



LONGER GRASS



WETLAND SCRAPE



RECREATIONAL FOOTPATH / CYCLEWAY



PROPOSED ALLOTMENTS



TIMBER SEAT OR PICNIC BENCH (not drawn to scale)



NATURAL PLAY/FITNESS EQUIPMENT STATION



POTENTIAL PEDESTRIAN CONNECTIONS TO SURROUNDING AREA

0 10 20 30 40 50 metres

A 19.12.18 JB Pedestrian access amended

Rev Date By Description

CSA environmental

Dixies Barns, High Street, Ashwell, Hertfordshire SG7 5NT

01462 743647 ashwell@csaenvironmental.co.uk csaenvironmental.co.uk

Project Land West of Siskin Chase, Cullompton

Title Landscape Strategy Plan

Client Taylor Wimpey - Exeter

Scale 1:1000 @ A1

Drawn JB

Date December 2018

Checked CA

Drawing No. CSA/3626/107

Rev A