

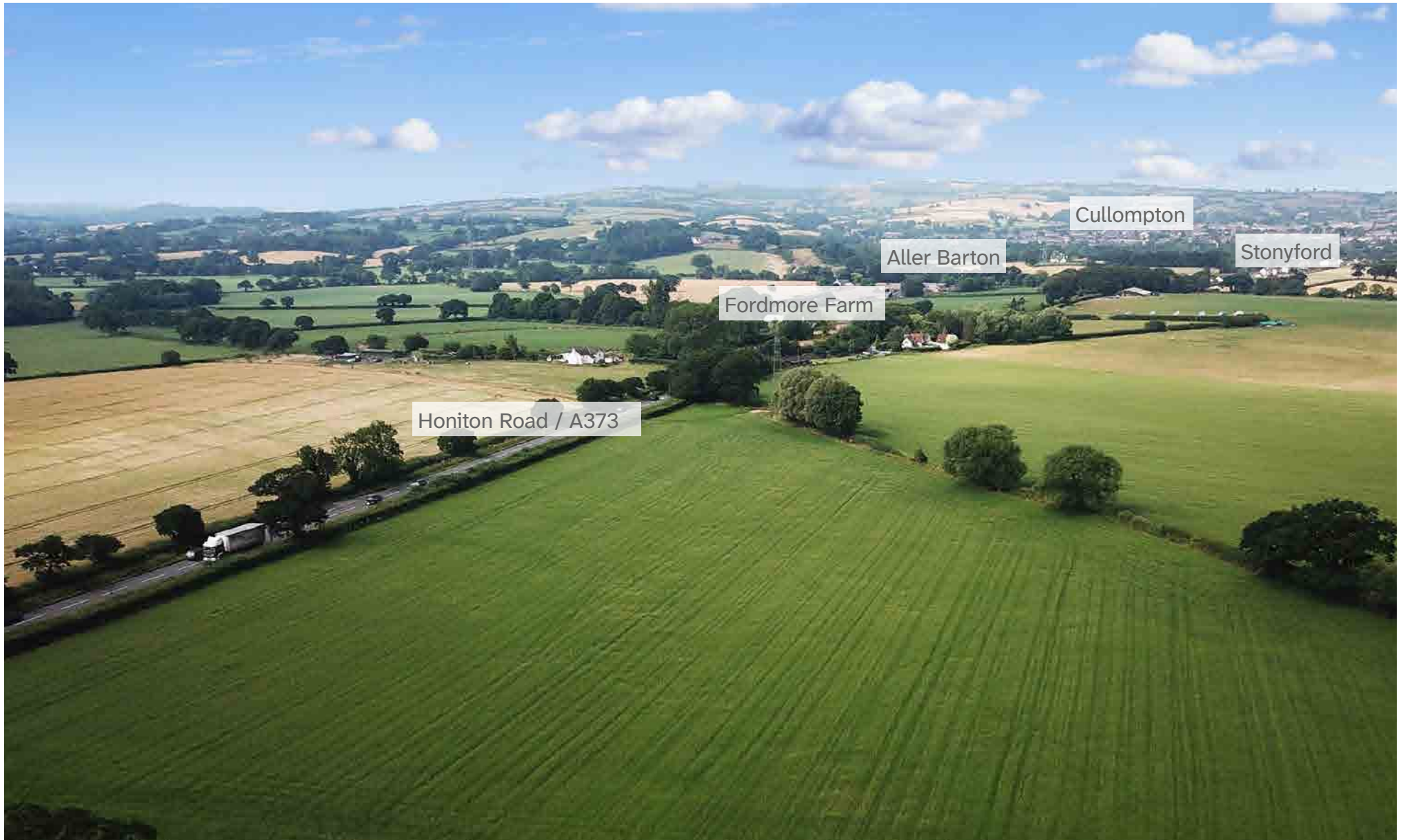


East Cullompton Strategic Design Code

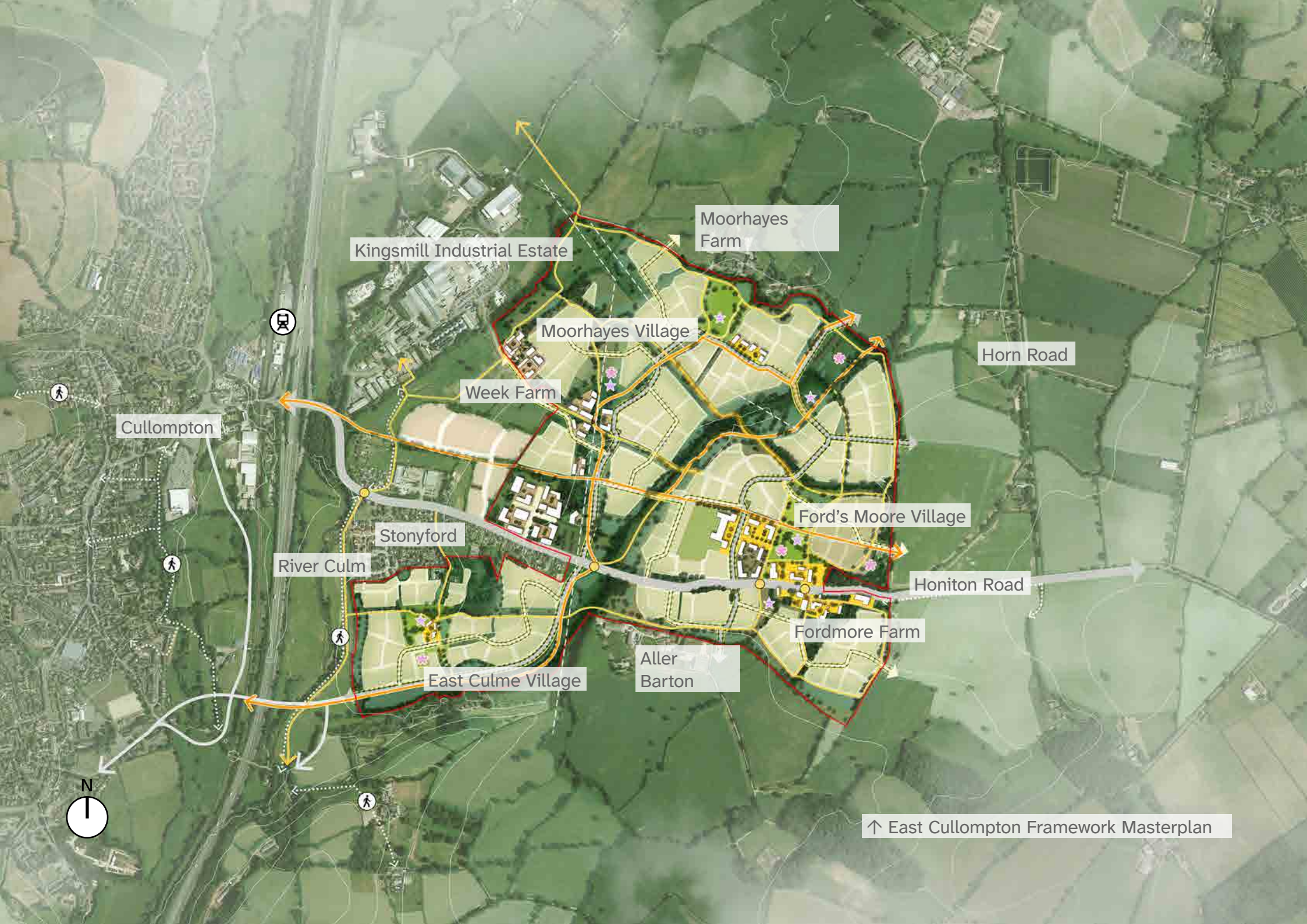
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↑ Aerial View of the East Cullompton allocation area



Kingsmill Industrial Estate

Moorhayes Farm

Moorhayes Village

Horn Road

Week Farm

Cullompton

Ford's Moore Village

Stonyford

River Culm

Honiton Road

Fordmore Farm

East Culme Village

Aller Barton

↑ East Cullompton Framework Masterplan

1 Introduction

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1.1 Culm Garden Village

The story so far

On 2nd January 2017, the Government announced plans for a number of new Garden Villages and Towns across the country, including Culm Garden Village.

The long-term plan for the Garden Village is to deliver up to 5,000 sustainable new homes, as well as employment, shops, schools, healthcare facilities and leisure opportunities including the potential for new sports facilities and a country park. The development will help to improve connections to the M5 motorway and will provide benefits in terms of natural flood management. There is an ongoing project to re-open Cullompton railway station and plans to improve bus transport.

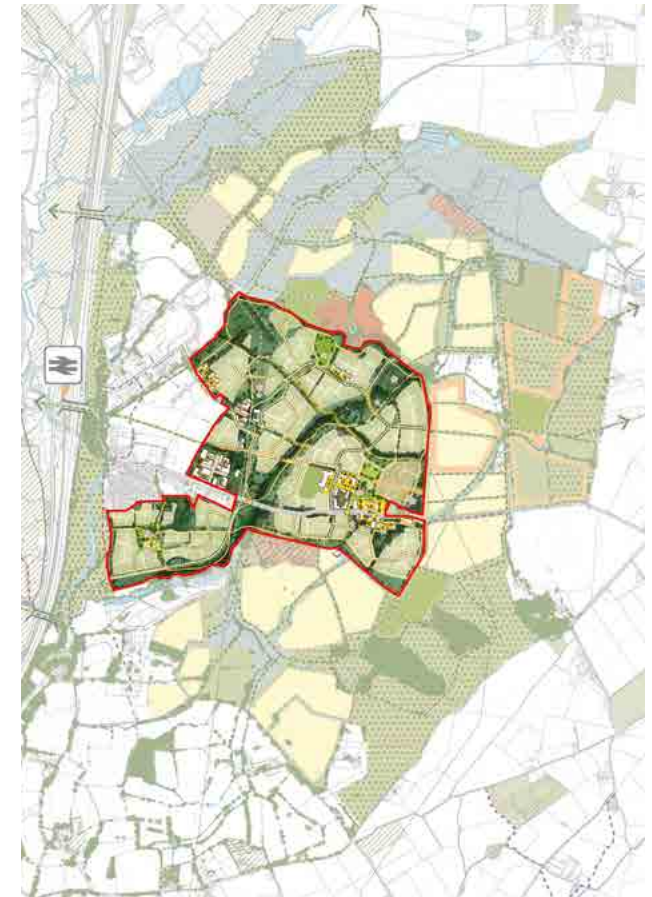
Part of the garden village, East Cullompton, is allocated for development under the Mid Devon Local Plan (1,750 houses to 2033, and at least 850 after that). However, the wider ambition is to create a new community of up to 5,000 houses and the remainder of the land will need to be allocated through a later development plan such as the next Mid Devon Local Plan.

A supplementary planning document (SPD) for the East Cullompton allocation masterplan was developed in coordination with public consultation. This was approved by Mid Devon's Cabinet in February 2023 and adopted by Full Council on 26 April 2023.

This East Cullompton Strategic Design Code follows on from this work and sets out how the place should be designed to meet the aspirations in the Masterplan SPD.

The East Cullompton Strategic Design Code focusses on East Cullompton, whilst being aware of the wider Garden Village, as set out in the Masterplan SPD, anticipating future connections and the growth of the settlement.

A Phasing and Delivery Strategy identifies infrastructure that must be delivered as part of the development and overall expectations on time-scales and order of this (see page 127).



↑ Plan which shows how the East Cullompton Framework Masterplan sits within the masterplan framework for the wider Culm Garden Village project included within the SPD

Planning Context

Garden Village Principles

The driver for the new generation of garden villages was to create places that had strong communities at their heart. They were envisaged as ambitious, locally led new communities that would work as self-sustaining places, with high quality and good design hard-wired in from the outset.

The 2016 Locally-Led Garden Villages, Towns and Cities prospectus extended support for places that would embed key garden city principles to develop communities that would stand out from the ordinary.

National Design Guidance

The National Planning Policy Framework (NPPF) (December 2024) is clear that, to provide maximum clarity about design expectations at an early stage, local planning authorities should prepare design codes that are consistent with the principles set out in the National Design Guide (NDG) and National Model Design Code (NMDC).

The NDG outlines and illustrates the Government's priorities for well-designed places in the form of ten characteristics. The NMDC then expands on these and provides detailed technical guidance on the production of design codes.

The Government has more recently proposed to consolidate the NDG, NMDC Parts 1 and 2 and 'Design process and tools' planning practice guidance into a new streamlined Design and Placemaking Planning Practice Guidance (PPG). The draft Design and Placemaking PPG updates the ten characteristics and replaces these with 'seven features of well-designed places' with corresponding placemaking outcomes and design principles.

For the purposes of the development of this Design Code, the guidance within the NDG has been used. The characteristic of well-designed places contained in the NDG are principally focussed on urban design considerations. They are compatible with the garden village principles and have been incorporated alongside these in the production of this Design Code.

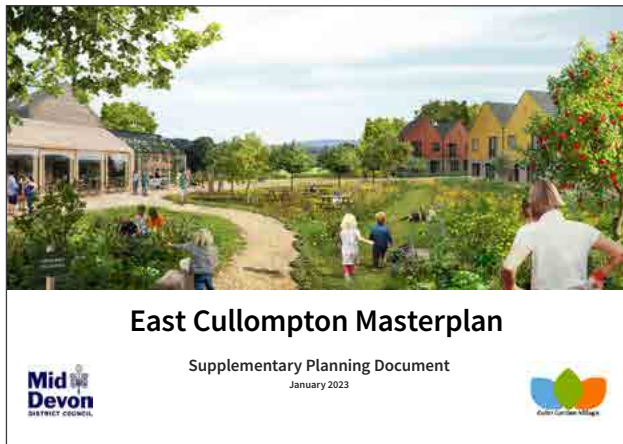


↑ The ten characteristics of well-designed places, National Design Guide (2021)

1.2 Masterplan Supplementary Planning Document (SPD)

The Role of the Masterplan SPD

The East Cullompton Masterplan SPD was prepared to support the development of the allocated land on behalf of Mid Devon District Council and was adopted in April 2023. The document provides guidance about how East Cullompton should be designed, developed and delivered in accordance with the sites allocation under Policy CU7 and in accordance with other relevant policies of the Mid Devon Local Plan.



↑ East Cullompton Masterplan
Supplementary Planning Document Cover

Relationship of the Masterplan SPD and Strategic Design Code

The Masterplan SPD demonstrates how the requirements of the Local Plan can be accommodated on the site driven by the aspirations described in the SPD. The Masterplan is strategic in nature and does not intend to define the precise location and extent of elements of the plan. However, to ensure a comprehensive approach is taken to the planning of East Cullompton, design requirements are set out, both in the Masterplan SPD and in this Strategic Design Code which planning applications are expected to meet.

Prepared on behalf of MDDC, this Strategic Design Code is key to achieving a long-term vision for a high-quality, mixed-use, and sustainable development rooted in local context. It builds on the information in the Masterplan SPD, so these should be read alongside each other.

1.3 East Cullompton

Site Location of East Cullompton

The allocated site at East Cullompton, lies to the east of the existing town of Cullompton. Both are located in the Culm Valley of Mid Devon with the River Culm, mainline railway and M5 motorway running north south between them. Nearby villages include Stonyford on the western boundary of the allocated site and Kentisbeare to the east. On the allocated site itself are three existing farms, Fordmore Farm, Week Farm and Moorhayes Farm as well as the East Culme House in the southwest.

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

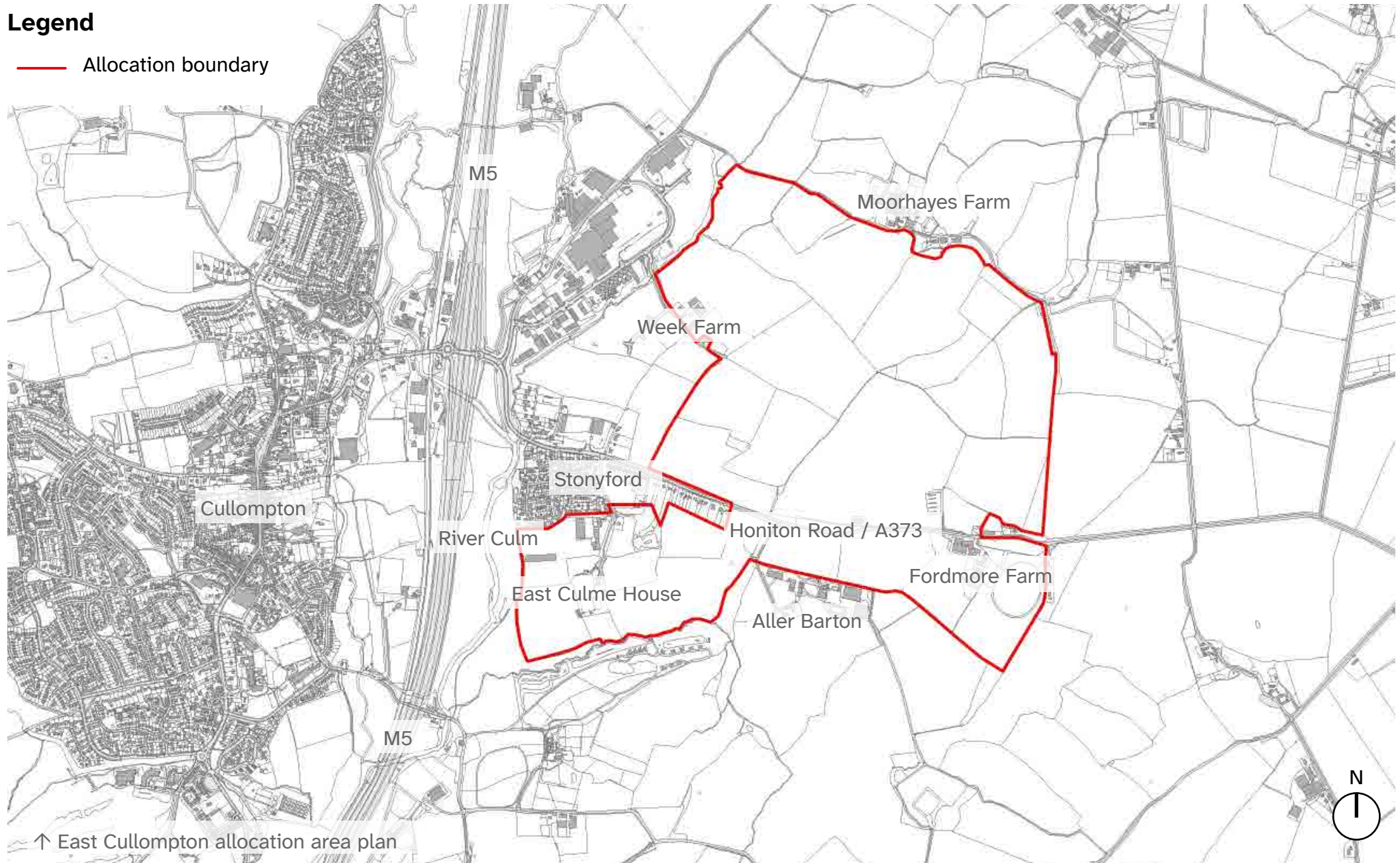
A Public Right of Way follows the western boundary of the allocated site along the River Culm and another short path connects from the east to Fordmore Farm. Honiton Road, the A373, is the main east west vehicle route connecting East Cullompton with Cullompton.

Proposed highways improvements, including a town centre relief road and motorway junction improvements, are intended to address capacity issues and traffic congestion at Junction 28 of the M5. This Strategic Design Code has been designed to work with the preferred option, with a link road routed from the south-west of the allocated site to Honiton Road. The nearest station is at Tiverton Parkway and there is a commitment from the Council in the Mid Devon Local Plan to re-open the train station at Cullompton.

The existing town of Cullompton is a fast-growing market town and the principal focus of development for the district in the medium to long term in accordance with the development strategy set out in the Local Plan. The combination of highways improvements, a new railway station and the strategic growth of the town at East Cullompton provides an opportunity to significantly raise the profile of the town within the wider area.

Legend

— Allocation boundary





Collage of site images including existing farm buildings, a water body, existing vegetation, and pylons

1.4 Overview of the Strategic Design Code

Purpose of the Strategic Design Code

The East Cullompton Strategic Design Code has been prepared by the Mid Devon District Council and their partners, with input from East Cullompton landowners and developers. The purpose of the Strategic Design Code is to set the site-wide design requirements and guidance against which Planning Applications can be assessed, ensuring they comply with the Code.

This document builds on the work undertaken by MDDC in 2021 to produce a Masterplan SPD for East Cullompton. It 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 detailed Codes to ensure that the most important elements of the masterplan are fixed without stifling innovation and creativity during the detailed design stage.

It takes as its starting point the four Frameworks (Placemaking, Activity, Landscape and Mobility) set out in the Masterplan SPD. It expands these to

provide more detailed guidance and advice on how the new settlement could be planned, built out and delivered so as to create the foundations for a truly environmentally, socially and economically sustainable new community. It has been developed to ensure future proposals meet the high standard of quality local stakeholders expect.

The Strategic Design Code covers strategically important parts of the site, relating to the delivery of infrastructure and the interface between this infrastructure and the development – with its purpose being to ensure a consistent and co-ordinated approach to design and delivery.

Policy Context and Planning Status of the Strategic Design Code

The Masterplan SPD sets out the Policy Context for East Cullompton in Section 3.1. This covers policy including the Mid Devon District Council Local Plan, Cullompton Neighbourhood Plan, the Mid Devon Design Guide and the Devon Waste Plan. The East Cullompton site is allocated

for development and covered by Policy CU7 of the Local Plan. A range of active landowners, developers and promoters are working on sites across this allocation.

This Strategic Design Code adds detail to the adopted Masterplan SPD.

Developers are actively discouraged from working in isolation and this Strategic Design Code has been established to support proactive conversations between developers, MDDC and communities about the delivery of East Cullompton.

The Strategic Design Code seeks to bring together the information set out in the Masterplan SPD with national and local design guidance and demonstrates how this might be delivered locally to deliver the East Cullompton Masterplan SPD vision.

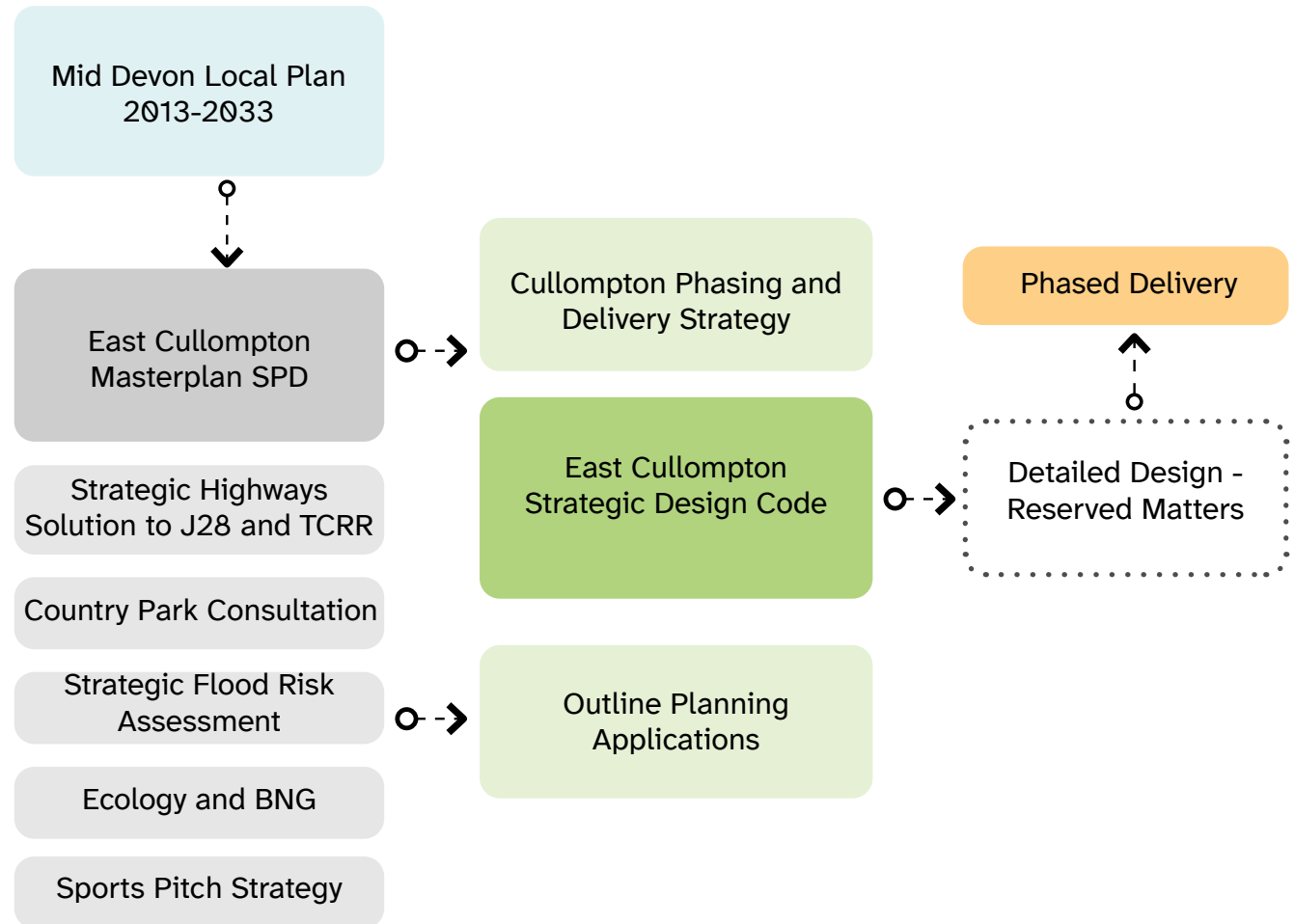
Any applications for development will be expected to follow national best practice, the National Planning Policy Framework and National Planning Practice Guidance which emphasises the importance of engagement within the planning process. The National Design Guide illustrates how well-designed

places that are beautiful, enduring and successful can be achieved in practice which is supported through the lens of the detail of local context and character by the Codes in this document.

Who the document is for

This Strategic Design Code is intended to be for a wide audience; broadly it is for those with an interest in or involvement with East Cullompton. This could include landowners, developers, designers, the local community, Town and Parish Councils, MDDC, Devon County Council to use at all stages of the design process, from the overall layout to on-plot details.

Future outline and detailed planning applications within the allocated site area will be expected to comply with the Masterplan SPD and the Strategic Design Code. They will be expected to be delivered in accordance with the Infrastructure Delivery Plan and Phasing and Delivery Strategy.



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

Using the Design Code

This Strategic Design Code supports the delivery of high-quality design and the principles of Building for a Healthy Life and Building with Nature. It sets out key outcomes and expectations that will maximise the benefit for both people and the planet.

It seeks to shape and influence development proposals and provide guidance for decision making; through setting out a clear framework that all parties can refer to in order to enable a collaborative and cohesive approach to designing and building East Cullompton over the coming decades.

The Strategic Design Code should be read and used as a whole document in order to ensure that the Vision (Section 2.1), Structuring Principles (Section 2.2), Frameworks/Codes (Chapter 3) are understood holistically.

Each Code sets out a clear Outcome, which is expanded by identifying clearly 'What we want to see' and 'What we don't want

to see'. 'What we want to see' codes are set out as either 'Musts' or 'Shoulds'. It is important that all users of the Design Code take note of the distinction between the use of the words 'must' and 'should' throughout the document. These terms are used to distinguish between the varying degree of prescription and will be an important aspect in assessing planning applications and their accordance with the Design Code.

The use of the word 'must' is used to describe definitive actions that designers are to follow and integrate the principles into their design.

The use of the word 'should' describes an action that is to be followed unless an argument can be made for an alternative solution that accords with the overarching masterplan principles and their intent. The use of the word 'should' indicates how the masterplanners envisage the scheme could look. It is intended to guide the preferred outcome, but it is not necessarily fixed.

All planning applications within the boundary of this Strategic Design Code

must undergo a formal design review process prior to approval. This is to ensure that they are in compliance with this Strategic Design Code. The importance of this is outlined in the draft NPPF and Design and Placemaking Planning Practice Guidance which encourages the outcomes of an independent design review process to be taken into account. Guidance on the design review process is also set out within the emerging Design and Placemaking Planning Practice Guidance.

Objectives and Performance of Code

The Strategic Design Code covers strategically important parts of the site, relating to the delivery of infrastructure and the interface between this infrastructure and the development – with its purpose being to ensure a consistent and co-ordinated approach to design and delivery.

An important objective in relation to the overall masterplanning and structuring of the new settlement is that this achieves a 20-minute Place as set out in the Masterplan SPD. The Placemaking, Activity,

Landscape and Mobility Frameworks set out in the Masterplan support this objective.

Each Framework is supported by a number of Codes. This 20-minute Place objective is supported by many of the different Codes to ensure a good mix of uses that are well distributed and accessible and support active travel.

The Codes will perform as:

- Codes for Place Performance - A place for people, activity and community.
- Strong strategic guidance - Getting the 'big moves' right
- Consistent superstructure for movement and placemaking - Joined up thinking across the settlement
- Performance criteria to control key identified issues

Adherence with the Design Code

A Design Code checklist is included in the appendix of the Strategic Design Code. This is a tool to ensure compliance with the Codes. For all Codes applicants are

asked to set out whether the Code has been complied with, and where a 'should' Code has not been complied with, applicants are asked to provide justification for non-compliance. The Codes also set out any process requirements / documentation that must be included as part of an application and the Design Code checklist confirms whether this has been supplied. All Outline and Reserved Matters Applications should submit a completed compliance checklist as a part of their application to demonstrate adherence with the Design Code.

Review of the Design Code

It is acknowledged that this Strategic Design Code must be flexible and adaptable considering the timescales anticipated for the development of East Cullompton and also the potential that the Code might eventually cover the wider area of the proposed Culm Garden Village. As such Codes may be updated, omitted or added over the timescales of the project.

As noted in Government guidance on masterplanning and design codes, a

Strategic Design Code of this scale should be reviewed periodically to ensure it continues to be fit for purpose and captures any lessons learned during the delivery of its initial phases. Reviews should consider whether the Codes are working as intended and whether any revisions are necessary.

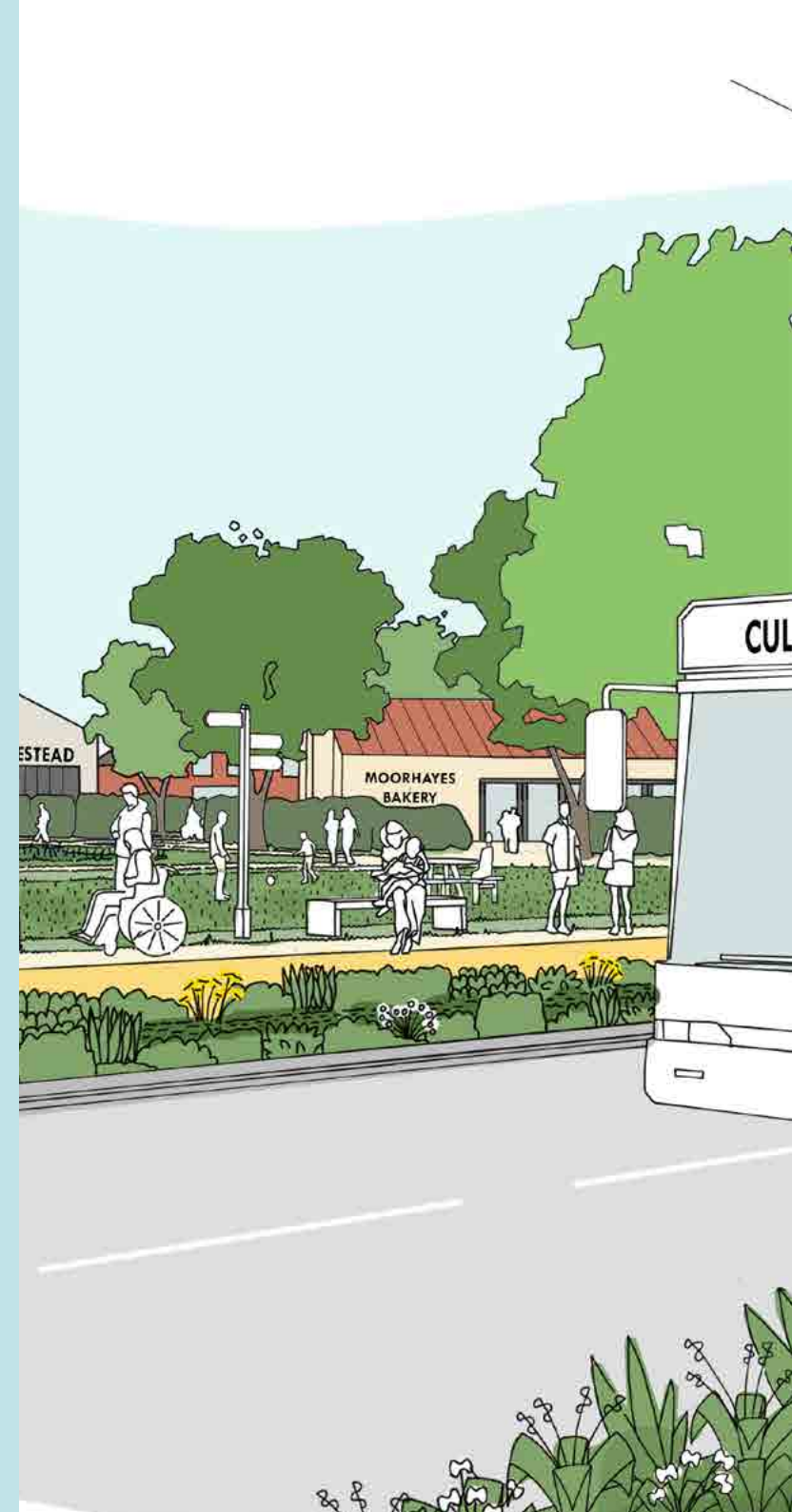


↑ River Culm at Stonyford on the western boundary of East Cullompton

2 Vision and Framework Masterplan

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2.1 Vision for East Cullompton

The Vision in the Masterplan SPD, “Planet People Place - a Vision for East Cullompton, a future the garden village and the whole town”, is further developed here to support the intentions of the Strategic Design Code. This section introduces the key distinguishing characteristics of the three new villages, which are then explored in greater detail through Code P6: Village Placemaking.

Residents and visitors know they have arrived in East Cullompton when the character of Honiton Road changes to a rural village, overlooked by new homes and community hub activities. This multi-purpose route has safe cycle and pedestrian lanes and crossing points for people. It is lined with rich vegetation of existing trees and hedgerows and new, verdant planting on generous verges. Whilst accommodating vehicles, the carriageway, junctions and infrastructure do not dominate.

East Cullompton allows residents and visitors to enjoy being intrinsically connected to nature. Fostering healthier and happier lifestyles. They can enjoy proximity to water by taking a stroll

alongside a stream or by cycling the Greenways that criss-cross between the three villages of East Cullompton – Ford’s Moore, Moorhayes, and East Culme. In these new compact villages, residents benefit from living in a place that focusses on providing what people require day to day, has a character that is reflective of the local area, and considers its impact on the planet.

Each village has at its heart a community hub, a meeting point with local facilities such as shops, services, and co-working spaces, making most daily needs accessible within a short walk or cycle ride. Surrounding the community hub are well crafted, energy efficient homes. With a blend of architectural styles, the three villages offer choice, affordability and buildings which are flexible and adaptable for changing lifestyles. These buildings use innovative and modern methods of construction to minimise waste and reduce pollution. Residents, businesses and schools look after their shared facilities and green spaces as they feel invested in their community’s future.

The streets and rural lanes are sociable, with slow speeds for safety to encourage neighbourliness, outdoor living and play. The villages are connected to each other with cycle and footpaths, providing easy routes to the school in Ford’s Moore, the community hubs, and the other villages. In addition, leisure routes will allow for exercise with a looped run or a gentler walk or scoot with family. Around the edges of East Cullompton, the Eastern Loop provides another opportunity to connect with nature, exercise, play and relax. Direct east west paths connect to Cullompton, making the existing town easily accessible from the new development. This strengthens the local economy, making the town more resilient.

Adjacent to the community hub each village has its own community green, a space to socialise, relax or exercise, that is connected with routes to other green spaces and local watercourses. Families, young people and the elderly can make the most of outside spaces that have a range of benefits, from the delight of a picnic in the summer sunshine to carols with neighbours at Christmas time. The community greens allow neighbours to meet and socialise,

from play areas for young children, to a well-placed bench overlooking a beautiful view where neighbours can sit and chat.

Flowing through the centre of East Cullompton is a central Blueway, an open space for all residents which celebrates an increased biodiversity thanks to the watercourse, drainage ponds, trees and hedgerows. Water and wildlife are at the core of daily life at East Cullompton. Located between the three villages this means that all residents are a short walk from this tranquil green space, with mature existing trees to wander alongside, the existing watercourse to relax beside, informal play spaces for all ages and pleasant routes to cycle or walk along to connect with the other villages.

Whilst well-connected, each village provides residents the opportunity to feel really rooted in their community. The identity of each village is clearly distinctive, with its character strongly influenced by the landscape and existing buildings. This helps foster a sense of community and belonging, built around existing activities and uses and the new community centres.

These social and environmental provisions not only serve to create a place for people but seek to pro-actively respond to climate change - building a resilient and adaptable neighbourhood that supports long term environmental quality and resident well-being. This allows residents and visitors to lead low carbon lifestyles in how they decide to travel daily, use energy and live productively; as well as knowing their homes and workspaces are efficient, adaptable and built to last.

Ford's Moore Village

The most active and agri-urban of the three, Ford's Moore Village centres on a lively principal mixed use hub with community facilities, elderly accommodation, and a primary school. Informal farmstead-style spaces, inspired by Fordmore Farm, open onto a shared green, while strong planting and active frontages along Honiton Road announce arrival. Traditional forms and materials create a robust village identity, balancing a vibrant core with softer green edges.

Moorhayes Village

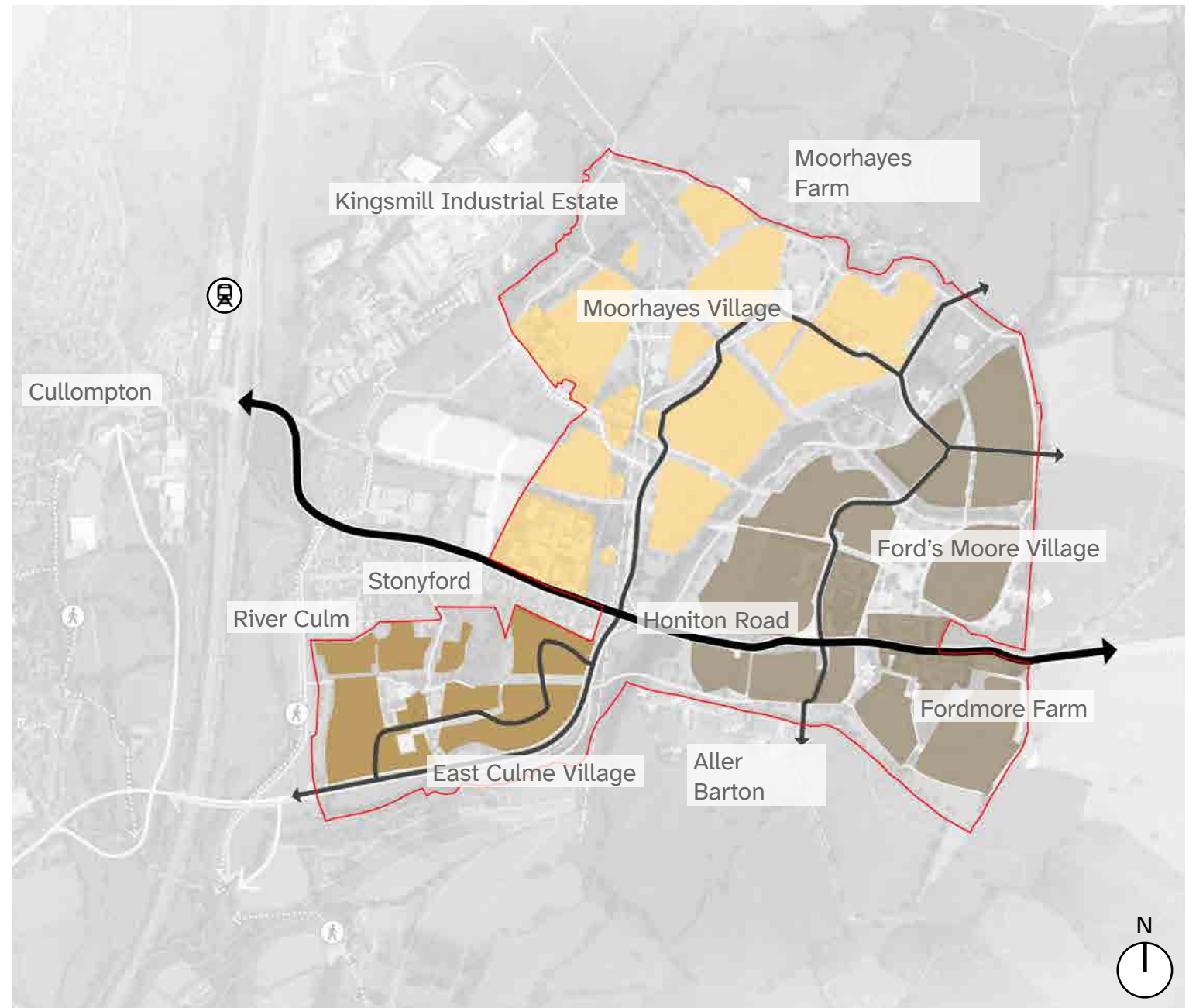
Moorhayes Village is a landscape-led suburban community shaped by greenway and blueway connections and proximity to the future Country Park and employment areas. A community hub drawing on the character of Grade II listed Lower Moorhayes building, alongside rural-style commercial spaces, support local life and enterprise. Homes sit within open parkland and close to allotments, forming a calm, nature-connected village rooted in Garden Village principles.

East Culme Village

East Culme Village is defined by its ecological focus and relationship with water and landscape. Anchored by the reuse of East Culme House as a community hub, the village weaves homes into green streets, wetlands, and wildlife corridors linked to the Culm riverside and central Blueway. Communal growing spaces and rich biodiversity shape an intimate, nature-led community grounded in heritage and place.

Legend

- Allocation Boundary
- Moorhayes Village
- Ford's Moore Village
- East Culme Village



→ The three villages plan

2.2 Structuring Principles

The Structuring Principles are a means of translating the Vision into a spatial arrangement for East Cullompton. These principles help to structure the place in a manner that enables the Vision. They are the intermediary between the Vision and the Codes, to ensure the strategically important decisions and outcomes to be achieved are clear whilst also filtering down into Codes.

The three villages

East Cullompton is formed of three villages, each with their own character and centre, which help to establish community and support the idea of a 20-minute Place.

20-minute Place

Village life is established early on by creating a 20-minute Place that mitigates entrenched patterns of daily outings and commuting by car. East Cullompton is designed from the beginning to have:

- Three villages of different scales which will gradually coalesce as they are built
- Direct primary streets and active travel routes to connect the villages with each other and Cullompton
- Direct and safe active travel links to the primary school

Community Hubs

Community Hubs and their adjacent Community Green, support the principle of a 20-minute Place, they provide a centre of activity for each village, with uses clustered in these areas (like local farmsteads).

- Each village must have a primary street with a concentration of activities clustered along it (typical of existing local villages - e.g. Kentisbeare/ Bradninch)
- Highest densities, primary frontages and primary building entrances must be on the primary street to help create a sense of place, animate the street to encourage chance encounters and provide overlooking and natural surveillance
- Community uses and amenities must be concentrated within a Community Hub. For Ford's Moore Village, this includes the school, elderly accommodation, health building and retail
- Temporary and flexible space for events should be incorporated as part of the Community Hub which can kickstart activity and adapt as the community grows

Blueways and Greenways

Blueways and Greenways provide a network of waterways, planting and open spaces.

They are designed to:

- Provide an environment for people and wildlife which has rich, attractive landscaping and a continuous ecosystem
- Identify the experience of crossing water
- Provide a network for active travel that is attractive and safe for users and all formal 3 metre and 5 metre active travel routes comply with LTN1/20
- Incorporate SuDS that follow the drainage hierarchy with infiltration always the preferred method for surface water drainage
- Accommodate pylons along with commercial areas that define attractive green spaces

Honiton Road

Honiton Road is a key existing movement corridor for vehicles. Its character will change with additional functions. It will achieve a strong sense of place which indicates that East Cullompton is a residential area by:

- Creating a sense of arrival at the East and West
- Integrating active travel routes, crossings and bus stops
- Including staggered junctions (in preference to roundabouts) to facilitate active mode priority and allow the built form to be brought closer to the street
- Achieve a safe and pleasant environment that encourages low speeds with design features
- Planting rich landscaping including trees to connect with existing green infrastructure

2.3 Framework Masterplan

Updates from the SPD Masterplan

The Framework Masterplan has been revised since the East Cullompton Masterplan SPD in 2023. Whilst its updates build on the Masterplan within the SPD, changes have been made in the context of developing design and delivery work and recent evidence.

The Framework Masterplan has considered submitted outline applications and made the following revisions:

- School relocated north of Honiton Road
- Commercial areas located along the main north-south Greenway
- Moorhayes Community Hub located further east
- Ford's Moore Community Hub extends further north and west

The Framework Masterplan includes wider infrastructure, including a new link road from the proposed new M5 Junction to Honiton Road. This meets Honiton Road in a new location resulting in the re-alignment of

the proposed primary street from this new junction north to Moorhayes.

It is acknowledged that due to the long timeframe of the project the Strategic Design Code may be reviewed. In the event the Framework Masterplan itself is amended in any way, it is important that the underlying Framework, Structuring Principles and Vision are used to guide any required changes.

The Four Frameworks

The Framework Masterplan is supported by four Frameworks: Placemaking, Activity, Mobility and Landscape. Under these four Frameworks the Codes are set out on the following pages of this document. The Frameworks are informed by the Vision and Structuring Principles outlined in the previous sections.

Legend

- Allocation Boundary
- Development Area (housing)
- 1 Mixed-use Community Hub
- 2 Primary School
- 3 Commercial area
- 4 Older People Living
- 5 Neighbouring Employment Allocation
- Green Infrastructure
- Community Green
- Sustainable Urban Drainage Network
- Overhead Powerlines
- Primary / Secondary Street
- ✳ Allotment
- ★ Play Provision
-  Proposed Railway Station
- Active Travel Route
- Primary Active Travel Route
- Indicative Active Travel Crossings on Honiton Road
- ← Indicative Link & Relief Road
-  Existing PRoW



3 Frameworks

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3.1 Placemaking

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Introduction

Placemaking is centred on people; people's needs, people's connection with their community, and their day to day activities. Placemaking should consider the needs of all, whether a 6-year-old child, a 95-year-old great grandparent, those without a car, those with health issues. It should also consider the legibility of East Cullompton – how easy is it to walk around and find your way around? In its widest sense placemaking also considers other life-forms, does the design accommodate the space and requirements for biodiversity?

It is about more than detailed design; considering how the wider environment can 'set the scene for life' and create a place where everyone can thrive. The character of East Cullompton should be shaped by developing the idea of the three villages, considering what they look like, feel like to live in and their character – all contributing to the sense of place and its distinctiveness.

The National Design Guide recognises that the identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It identifies that local character makes places distinctive and memorable and helps people to find their way around. Well-designed, sustainable places with a strong identity give their users, occupiers and owners a sense of pride, helping to create and sustain communities and neighbourhoods.

Whilst the Strategic Design Code cannot provide guidance for every eventuality, it can seek to get the 'strategic frameworks' right.

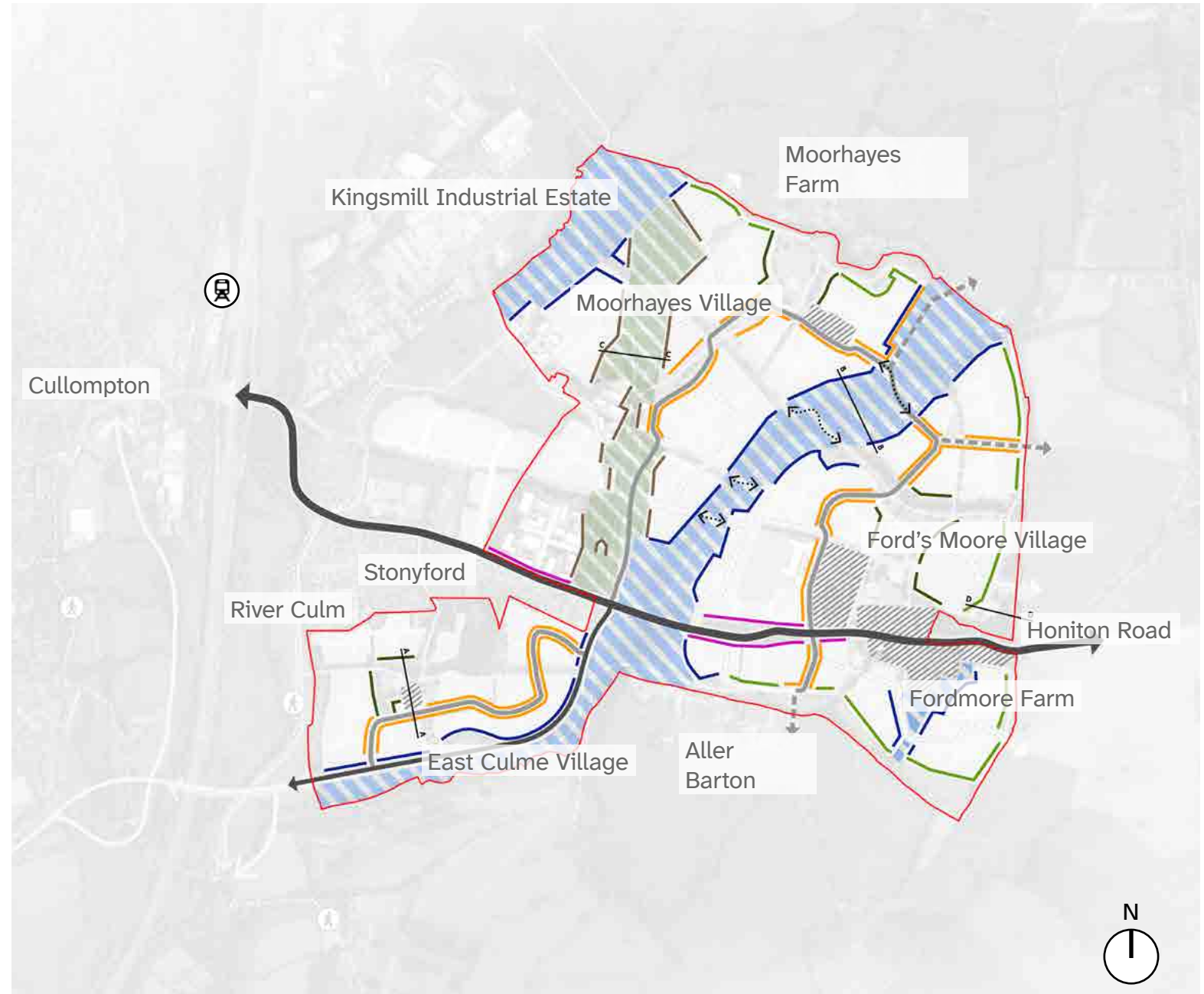
The frameworks of Activity, Landscape and Mobility are the critical underlying aspects of placemaking; these stress the importance of connectivity, neighbourhoods that engender community and a relationship to nature.



↑ Example of a development with inviting travel routes, rest areas, wayfinding, and spaces for play and nature interaction

Legend

- Allocation Boundary
- ▨ Mixed Use Community Hubs
- ▨ Blueways
- ▨ Green infrastructure associated with powerlines
- Crossing Points
- Blueways Frontage
- Primary Street Frontage
- Eastern Loop Frontage
- Community Green Frontage
- Greenways with Powerlines Frontage
- Honiton Road Frontage



Code P1: 20 Minute Place

Outcome:

Establish village life early on by creating compact villages where residents' daily needs are available within a 20 minute walk from their front door.



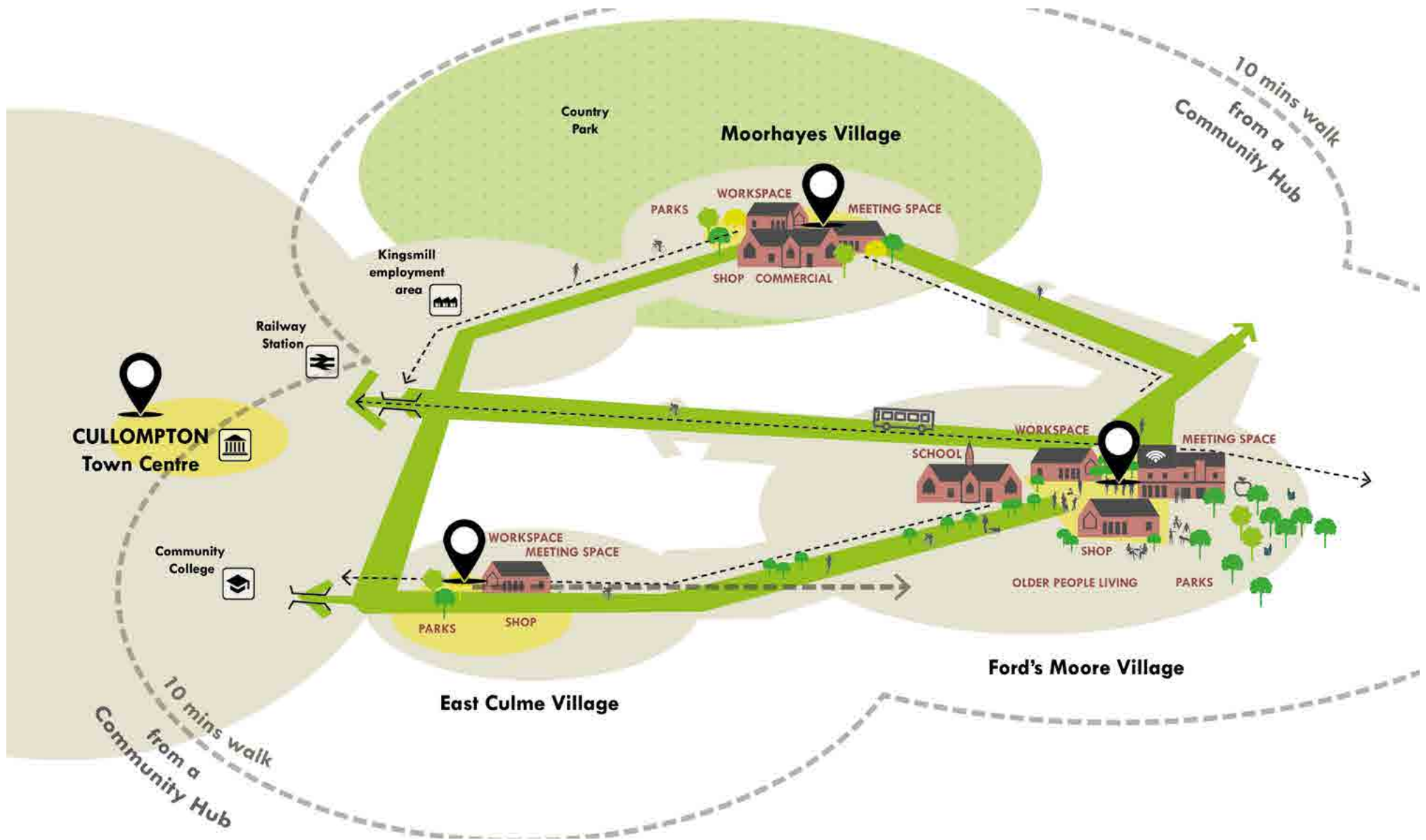
↑ Illustrative drawing of a shared active travel route providing a safe connection to a primary school in Ford's Moore Village

What we want to see:

- East Cullompton must be designed to start as three villages of different scales, with landscape in between, which will eventually coalesce
- Community Hubs must be delivered as part of the first phase of each village
- Each of the villages must be provided with a clear primary street and active travel routes designed to connect between each other
- Each major street must link to the other major streets and to Cullompton
- From the start direct and safe active travel routes must be provided to link with the primary school
- Active travel routes must be pleasant, accessible, safe, legible and inclusive providing for all residents' needs. Incorporating seating and resting areas at regular intervals, opportunities for play and interaction with nature, wayfinding features and areas of shade or shelter
- Designs for all aspects of East Cullompton must consider the needs of a wide range of ages and abilities
- Each village must be of a neighbourhood scale, with clustering of local facilities (e.g. including shops, workspaces, cafés, schools, community space, health facilities and open spaces) together within a Community Hub in a centrally accessible location within each neighbourhood
- Local facilities must be located on the primary street with active frontages and direct pedestrian access on the primary street
- Where there are community facilities that are not located within the rural clusters/ community hubs, these facilities must be directly fronting onto the major streets with direct pedestrian access

What we don't want to see:

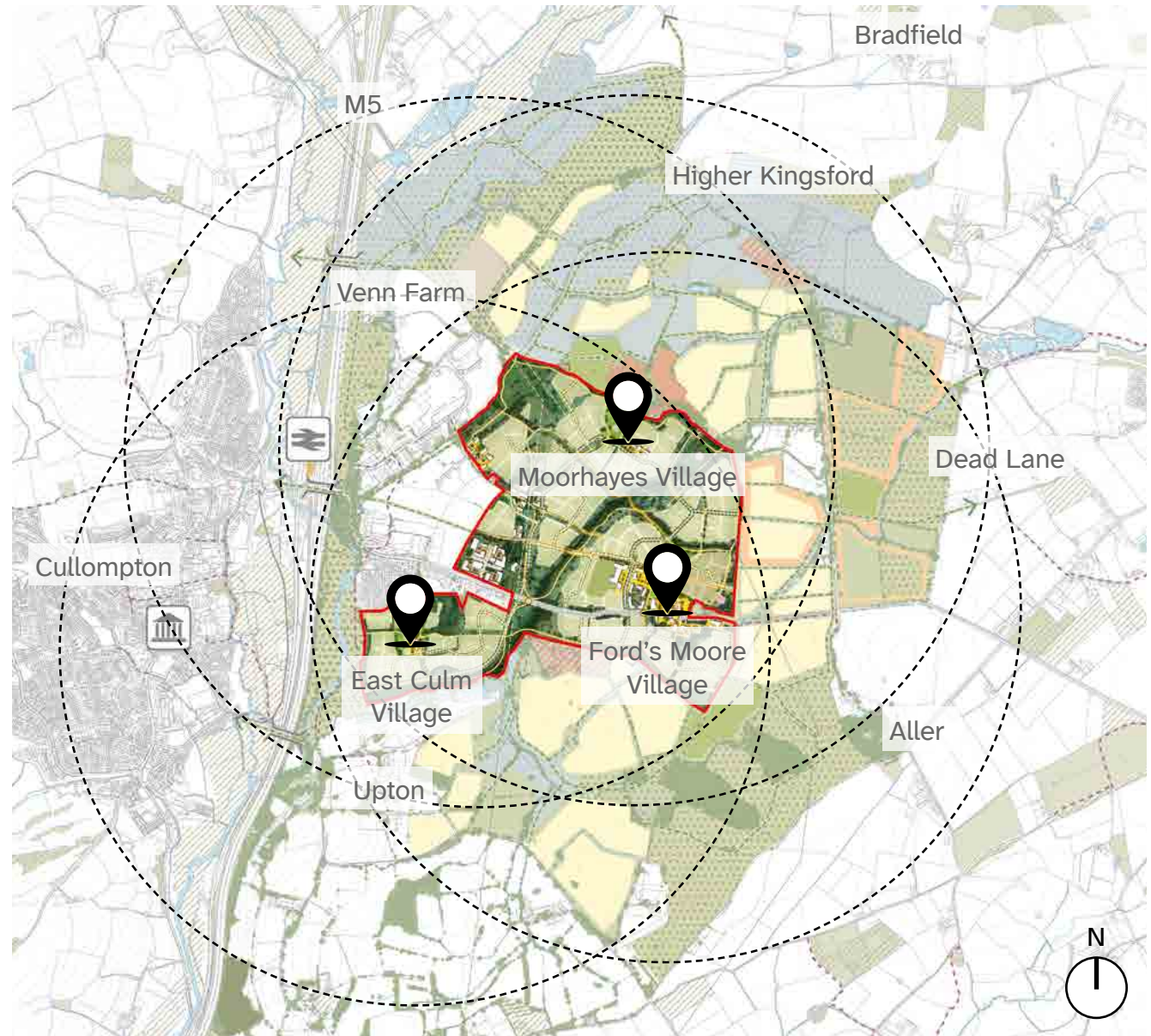
- Sites that only provide housing unless they can clearly demonstrate that they are within a 20-minute walking distance of an existing or proposed neighbourhood centre
- Segregated non-residential uses that encourage visits by car



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

The strategic allocation for East Cullompton needs to be aware of the wider Garden Village and anticipate future connections and the growth of the settlement. If the wider Garden Village is fully realised the three Mixed Use Community Hubs may end up serving a much wider community.

- Allocation Boundary
-  Mixed Use Community Hubs
- - - 20 minutes (1.6km) walk from Mixed Use Community Hubs 'as the crow flies'



↑ Plan which shows how the East Cullompton Framework Masterplan sits within the masterplan framework for the wider Culm Garden Village project included within the SPD

Code P2: Character

Outcome:

Proposals have a distinctive identity that responds to the local context, reflects local character and strengthens the idea of three distinct villages.



↑ The High Street of Cullompton

What we want to see:

- A clear design narrative must demonstrate how the proposed development responds to context, in terms of urban structure, form and materiality as well as the existing landscape features and context
- Proposals must demonstrate how water and landscape has been used as a positive placemaking feature. This may include areas of wetland, new water bodies and integration of moving water as a visible part of the scheme. It is expected that water will be incorporated into prominent areas of the plan i.e. in mixed use areas and at key crossing points of movement corridors
- Development parcels must be clearly structured around water and water courses and explore opportunities for bringing key buildings closer to water (in line with Lead Local Flood Authority and Environment Agency requirements)
- Development parcels, building design and landscape proposals must respond appropriately to topography, field patterns and boundaries, without reliance on extensive 'cut and fill' techniques nor large retaining structures
- The character of East Cullompton's three villages must be defined by the Vision and Structuring Principles and Village Placemaking, see Code P6
- Existing buildings should be retained and reused
- Existing landscape features should be retained and protected to structure the development and reflect the local character
- Key views should be protected and used to help structure the urban form
- Opportunities should be taken through the design process to explore local history and context through engagement with local people to inform designs through local knowledge

- Building enclosure and architectural detailing must be planned with sufficient cohesiveness to a neighbourhood, street or green space to create recognisable local character. The character and feel of each village is set out in Code P6: Village Placemaking. Overarching ways to create recognisable local character include:
 - » Elements such as building lines, heights, roof lines, boundary treatments, architectural styles, or a restrained palette of high-quality materials to establish visual unity. Deliberate variation should be introduced to highlight key moments or landmark locations
 - » Use of street layouts, materials and building typologies that are typical of the locality
 - » Well-designed and proportioned buildings that reflect the distinctiveness of Cullompton and its surrounding villages

What we don't want to see:

- Arbitrary changes in character
- Generic 'anywhere' development or standard house-types that could be located anywhere in the country and have no relationship to the local area
- Proposals that are out of keeping with the setting due to inappropriate scale, massing or architectural design
- Use of inappropriate building materials that do not reflect the scale and character of the area
- Excessive ground engineering to create level building plateaus



↑ An existing cluster of farm buildings



↑ Laneways in Cullompton leading out to the countryside



↑ Scheme example with clear open space definition and consistent design elements

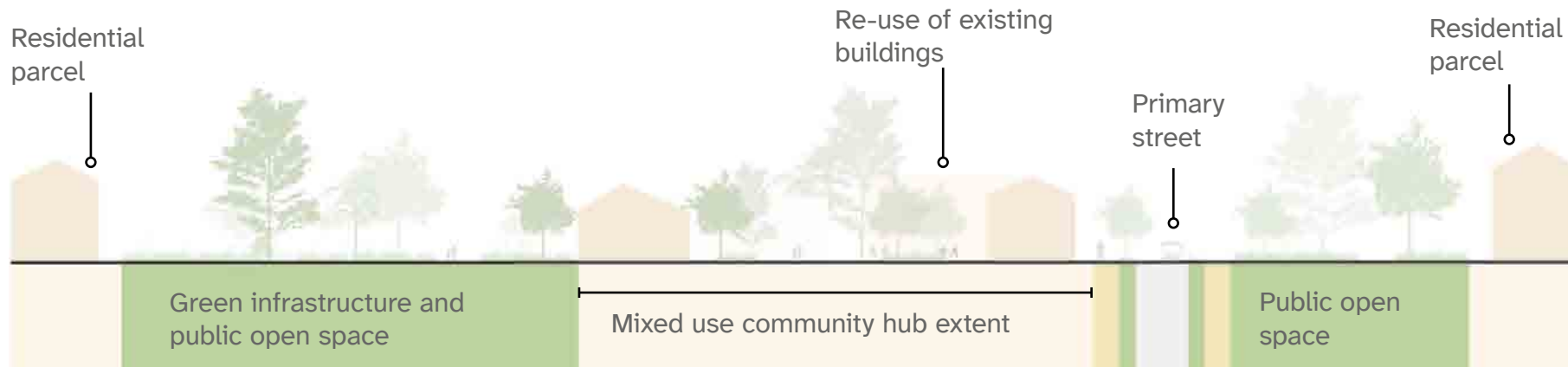


↑ Example of existing buildings being used as a hub of activity and place to meet

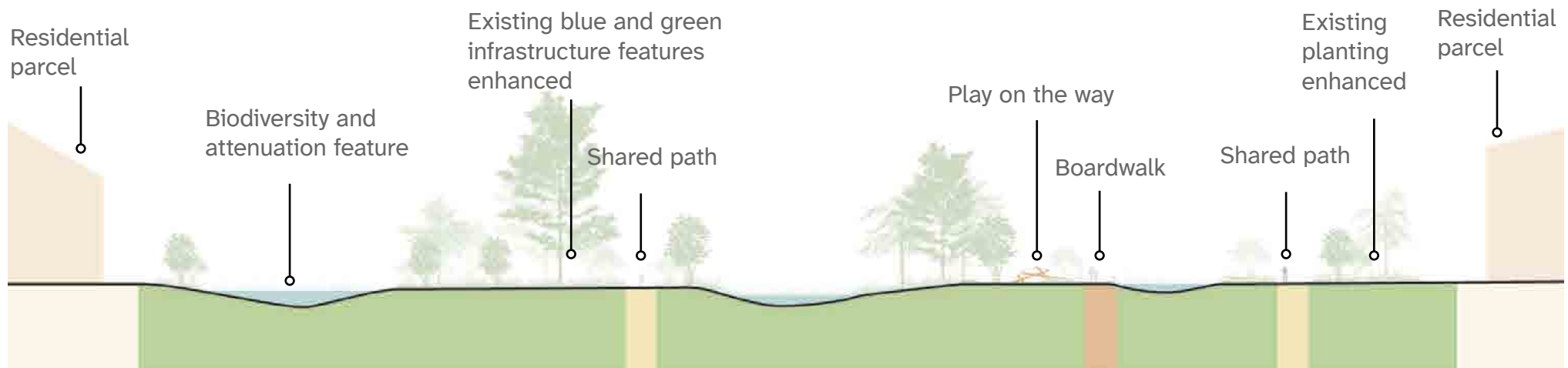


↑ Example of dwellings with distinctive characteristics

← Example of integrated attenuation feature as part of the development's landscape



↑ Illustrative section through East Culme Village showing how a mixed use community hub fronts onto a public open space. Section does not take into account land form (Section A-A, page 30)

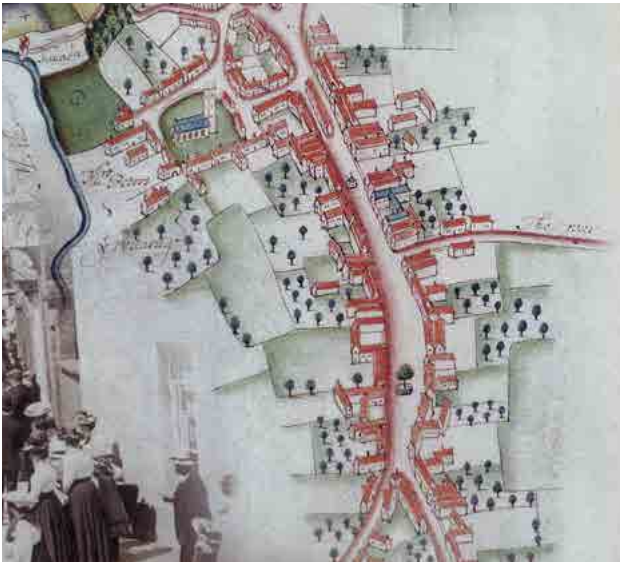


↑ Illustrative section of a Blueway showing how existing landscape features can be retained, enhanced, and integrated with proposed SuDS, movement corridors, and developable plots. Section does not take into account land form (Section B-B, page 30)

Code P3: Layout

Outcome:

A place that is self-sustaining and people focussed, that makes the most of the location's context and character, enables residents and visitors to live well as part of the community, within an environment with a legible structure that is easy to navigate, particularly on foot, by bike or wheeling.



↑ An historic illustrative map of the high street of Cullompton

What we want to see:

General arrangement

- Three villages must be clearly arranged as distinct elements within East Cullompton each with their own character (See Code P6: Village Placemaking)
- The three villages must be clearly defined by their strong landscape setting and distinct building character. They need to be distinct from each other and nearby settlements
- Buildings and urban open spaces should be located within the Development Areas shown on the Activity Framework plan (see page 55)

Open Space

- The Landscape Framework sets out the strategic areas of open space in response to site constraints and to meet the local standards. In addition, proposals must demonstrate how smaller scale community spaces can be incorporated within residential areas to provide

functional and attractive spaces close to home. These may incorporate informal or incidental play opportunities or spaces for orchards and outdoor seating areas

- Proposals must take account of how to integrate water (see Code L6)

Streets, Blocks and Plots

- A clear and legible hierarchy of streets
- The residential street layout must be developed which clearly delineates public and private space, avoiding small, inefficient and poorly overlooked spaces. The most effective way of achieving this will be with rational perimeter blocks with buildings clearly facing public spaces. Perimeter blocks are expected to be consistent throughout East Cullompton and must be of a sufficient scale to provide an easily understood structure to residential areas
- Where residential blocks have tertiary streets they should have direct links to principal streets, strategic green/blue infrastructure, or mixed-use areas as far as possible to ensure a clear and legible street pattern

- Homes must be planned to have front gardens of sufficient size to suit the needs of families and vulnerable groups in orientating on leaving and arriving home. Front gardens must be defined in a low wall or hedge in a consistent way along a street. Underground service design must be co-ordinated to allow for this
- Plots must allow appropriate space for the storage of bicycles, which is easily accessible for frequent use
- Building for a Healthy Life should be used as a useful accompanying checklist for application of good urban design principles

Mixed use community hubs

- Non-residential buildings must reinforce the aspiration to utilise the local character and context in the layout, detailing and choice of materials. Typically, this will involve single, or two storey buildings laid out in an informal arrangement within a very strong landscape utilising the form and type of materials found in the surrounding area

Residential

- The layout of residential buildings must reinforce the aspiration to utilise the rural character of the site and its context in the layout, detailing and choice of materials. This should strengthen the idea of East Cullompton as three villages

Crossing Points

- The Landscape Framework describes the use of crossing points of Greenways and Blueways as key points of orientation in East Cullompton. Landmark features or buildings must re-enforce this role (See Code L7)

What we don't want to see:

- Poorly arranged block structure
- Unclear and illegible hierarchy of roads
- Dominance of cars and associated infrastructure
- Poor definition of public and private spaces
- 'Leftover' spaces and undefined open space



↑ Successful example of a re-purposed farm building



↑ An example of a residential layout incorporating a pocket park with play facilities

Code P4: Key Frontages

Outcome:

Buildings should provide frontage and overlooking onto adjacent publicly accessible streets and spaces. Frontages should set the overall character and legibility of East Cullompton.



↑ Example of a street with a strong building enclosure and integrated landscaping

What we want to see:

- **Blueways:** These are key organising feature of the masterplan, with open spaces which are an important part of the character. Proposals must demonstrate how buildings can contribute to the character of these corridors in a consistent way. It is expected that a visually prominent frontage is created to the Blueways that is well-designed and engaging
- **Primary Streets:** Buildings must have active frontages with windows and front doors onto the street. Large areas of blank façades are not allowed. The buildings along the street must have a uniform rhythm with consistent height, roof lines and massing with marker buildings in key locations as the exception to this. Buildings must have a consistent building line and set back from back of footway. The set-back must be minimum of 2 metres. Buildings must provide consistent and high degree of street enclosure. All front gardens must have a defined boundary treatment such as a low wall with planting and this must be consistent along the primary street
- **Eastern Loop frontage:** The Eastern Loop forms the development edge to East Cullompton and will meet the open countryside and development coming forward in the wider Garden Village. It provides a Greenway which provides an active travel route. Proposals must demonstrate how the building frontage can create a lower density edge where building massing is matched by tree and hedge planting
- **Community Green Frontage:** Community Hubs must have a direct relationship with Community Greens and provide overlooking to them. Community Hubs and dwellings must contribute to the character of the Community Greens with frontages which promote a sense of vitality and activity. Dwellings must front onto these spaces. Access points to service areas and bin storage must not be located fronting onto Community Greens

- **Greenways with Powerlines:** Where powerlines are left in situ, they will present a significant constraint due to their associated easements. Proposals must demonstrate how buildings will provide some overlooking of the powerline corridors from adjacent properties
- **Honiton Road:** The Mobility Framework describes how Honiton Road will need to change as part of East Cullompton to ensure that it forms a place function as well as its current movement function as set out in Code M2. A key part of that will be ensuring that a robust and impactful development is created. Proposals must demonstrate how this will be achieved. It is expected that the building frontage will vary as the road moves through different areas including the mixed-use community hubs, residential areas and the commercial area

Proposals must demonstrate how all public open spaces are positively fronted onto with frontages that overlook and promote a sense of vitality and activity.

What we don't want to see:

- Rear fences, walls and parking courts must not become dominant features
- Continuous rear fences to publicly accessible spaces will not be accepted



↑ Example of a street with a uniform active frontage rhythm



↑ Example of residential properties fronting a pocket park with integrated play



↑ Example of community green space framed by active frontages

Code P5: Landmark Buildings

Outcome:

Buildings located at appropriate locations that function as 'landmarks' that aid in legibility and wayfinding.



↑ A building marking a prominent corner at a gateway, featuring dual frontages

What we want to see:

- Landmark buildings must be located at key junctions, such as where primary streets and the Link Road meet Honiton Road, and may also be utilised to terminate views or at key arrival points to open space
- Designs must give prominence to landmark buildings, through distinctive buildings (e.g. variation in height by maximum one storey, massing, roofscape, materials, building line, architectural features or similar). Variations in these components must be done in a way to place emphasis on landmark locations
- The relationship of landmark buildings (e.g. key entrance, active frontage, building setback, height) with adjacent streets, active travel routes, public realm, landscape and boundary features must be designed to accentuate its distinctiveness
- Schools and Community Hubs must be landmark buildings
- Proposals must demonstrate a clear logic to building heights that assists placemaking

- Whilst distinct, landmark buildings must still be appropriate to the character of East Cullompton
- Landmark buildings should also respond to the Key Frontages Code that seeks to set the overall character and legibility of East Cullompton

What we don't want to see:

- Arbitrary variation of building design (e.g. height or massing) at landmark locations, with no consideration of appropriate character nor rationale for design



↑ Example of a distinctive dwelling creating visual interest along a green corridor

Code P6: Village Placemaking - The Three Villages

Ford's Moore Village

Ford's Moore Village becomes the most active and agri-urbanised of the three settlements, anchored by a vibrant mixed-use core that brings together key community facilities and is supported by elderly accommodation and a primary school.

Informally arranged hub structures and multifunctional yard spaces build on the character of the existing Fordmore Farm buildings, reinforcing and expanding this cluster while opening onto an adjacent community green that provides a generous space for gathering, play, and everyday village life. A change in the types of planting and a variety of active frontages indicate arrival in the village along Honiton Road.

Together, these features and a built form character shaped by traditional farmstead forms and materials establish a strong sense of place. The result is a welcoming, coherent village that combines a structured, lively centre with softer, greener suburban edges.

What we want to see:

Identity & Role

- Fordmore Farm must function as the principal mixed use heart of East Cullompton, providing the most active concentration of community facilities, services, and social spaces within the Garden Village
- Hub-associated buildings and supporting uses must be designed as a contemporary interpretation of the existing farmstead cluster, with informally arranged structures and multifunctional yard spaces that strengthen and express its character
- The community hub must be directly linked and visually connected to the adjacent community green and mobility hub
- A strong gateway presence along Honiton Road must be created through purposeful landmark building placement and carefully designed landscaped gateways, establishing a clear sense of arrival and reinforcing the village's role

Built Form & Materials

- Housing along the primary road, adjacent to mixed uses and fronting the community green, must adopt a formal layout with consistent building lines and a uniform architectural rhythm. Taller and higher density homes should be located in these areas to emphasise their importance and reinforce the role of the community green
- The material palette should comprise primarily red brick in varied bonds, complemented by timber boarding, light render, and contemporary elements, creating an architectural identity that reflects the character of a traditional farmstead cluster

Landscape



↑ Example of a building converted into a cafe and workspace

- Formal open spaces must have a productive rural character – orchards, edible landscapes, and shared social yards.
- The Community Green must accommodate equipped play and informal play with teenage and sports facilities (refer to Code L2 and see concept design on page 95)
- The Community Green must incorporate formal areas for community gardens and orchards (refer to Code L9 and see concept design on page 95)



↑ Precedent collage reflecting the intended character of Ford's Moore Village

Moorhayes Village

Moorhayes Village realises the vision for a landscape-led community, emerging as the most rural of the three settlements through its deep connections to the greenway and blueway corridors and the future Country Park. Guided by an ambition to place landscape, wellbeing, and local enterprise at the centre of everyday life, the village is anchored by a community hub inspired by the Grade II listed Lower Moorhayes building and complemented by rural-typology commercial buildings that support small businesses and local makers.

Family homes are nestled within a rich tapestry of communal allotments and open parkland, creating a tranquil and distinctive village that embodies the Garden Village aspiration of living closely and harmoniously with nature.

What we want to see:

Identity & Role

- Moorhayes Village must be defined by high-quality open space, linkage to the future Country Park, and linear blue and green corridors that weave through the development
- The mixed-use community hub must reflect the character of the Grade II listed Higher Moorhayes Farmhouse and Lower Moorhayes, projecting a heritage-led rural identity and the uses must support the potential Country Park
- Commercial areas must have an active relationship with the surrounding landscape, fronting it so that there is a clear, high-quality transition between employment uses, landscape and surrounding residential neighbourhoods (refer to code A3)
- It must function as the “rural gateway” to the countryside to the north, with looser grain development and glimpses between buildings

Built Form & Materials

- Commercial building and residential plots along the edges must feature more informal, irregular building patterns with varied setbacks and standalone forms
- The material palette must be dominated by warm, earthy tones through brick, light render, natural timber cladding, and other muted rural materials used to strengthen landscape-led rural character
- The mixed use community hub must contain the tallest and highest density buildings, with additional taller and denser buildings concentrated along primary street



↑ Example of a commercial development that draws on agricultural building forms and rural detailing

Landscape

- Open spaces must prioritise informal provision of informal “Park and Recreation Grounds” typology with opportunities for multifunctional outdoor sports and recreation
- Attenuation basins in the northern section of the green corridor must be multifunctional and designed as attractive landscape features that contribute positively to the wider open space strategy (refer to code L6)
- The community green must be shaped by the heritage context of the Grade II listed Higher Moorhayes Farmhouse and Lower Moorhayes and must create strong, continuous connections to the greenway and the eastern loop (see concept design on page 96)



↓ Photograph of Lower Moorhayes Farm



↑ Precedent collage reflecting the intended character of Moorhayes Village

East Culme Village

East Culme Village brings to life a nature-focused, intimate community, becoming the most ecologically rich of the three settlements. Anchored by East Culme House, repurposed as a community hub, and supported by multifunctional community green, the village celebrates its relationship with water, existing natural features, biodiversity, and communal food-growing.

Family homes are nestled within narrow, green streets and a network of gardens, wetlands, and wildlife corridors, linked by pedestrian and cycle routes that connect to the Culm riverside walk to the west and the central Blueway to the north. Together, these elements create a peaceful, intimate village where nature, heritage, and community life are closely connected.

What we want to see:

Identity & Role

- East Culme Village must be defined by a compact settlement with a strong landscape and ecological structure
- The community hub must seek to re-use East Culme House as a placemaking anchor, forming a community heart set within the multifunctional Community Green
- Built form and landscape to respond to the character of the riverside walk

Built Form & Materials

- Buildings to generally be less formal in character. Taller and denser buildings should front onto principal streets
- The material palette must complement the character of the neighbouring Stonyford development, drawing on white and cream render, red brickwork, and limited horizontal timber boarding to create a visually coherent character



↑ Example of a re-purposed barn that preserves its original features



↑ Example of a single-sided residential frontage orientated to overlook a parkland

- Minor streets should prioritise mews and shared surface lanes that incorporate planting and small pocket parks

Landscape

- The village must clearly express its relationship with water through the blueway edges, wetland zones, riverside paths, and framed views that capture reflections and riparian landscapes (Refer to code L6)
- The village must demonstrate a strong ecological identity supported by wildlife corridors, pollinator-rich planting, and a network of community garden plots integrated into the settlement structure
- Streets and open spaces must use garden planting, hedgerows, and soft boundaries to define enclosure and create an intimate, green, settlement structure



↓ Photograph of East Culme House

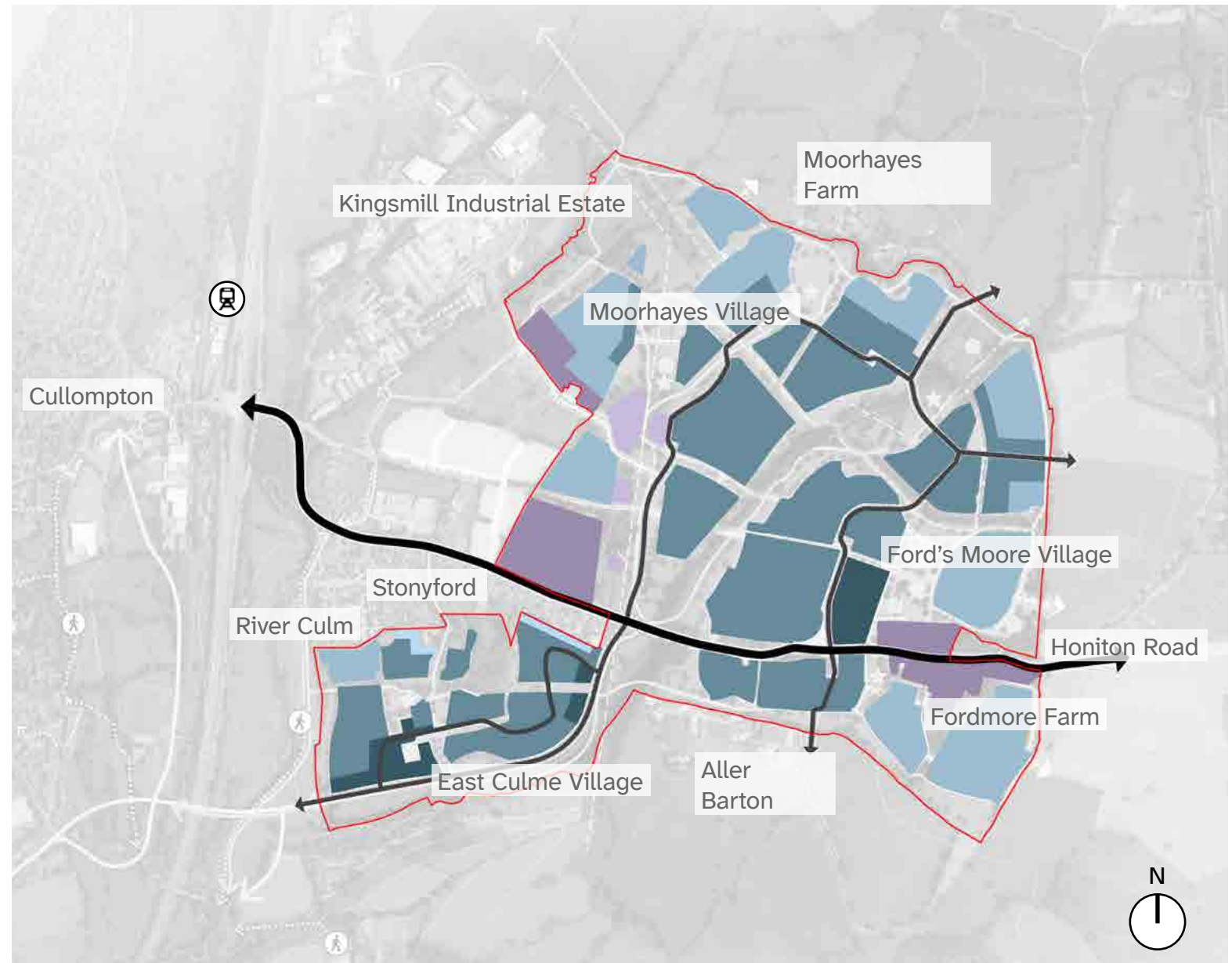


↑ Precedent collage reflecting the intended character of East Culme Village

Building Heights

The illustrative building heights plan sets the maximum number of storeys for each developable parcel. Building heights step up from lower edges to taller forms along the primary street and Honiton Road, with the greatest height at the Ford's Moore Village and East Culme Village associated mixed use community hubs. This approach responds sensitively to the surrounding context, supports placemaking, and allows higher densities and landmark buildings in key locations.

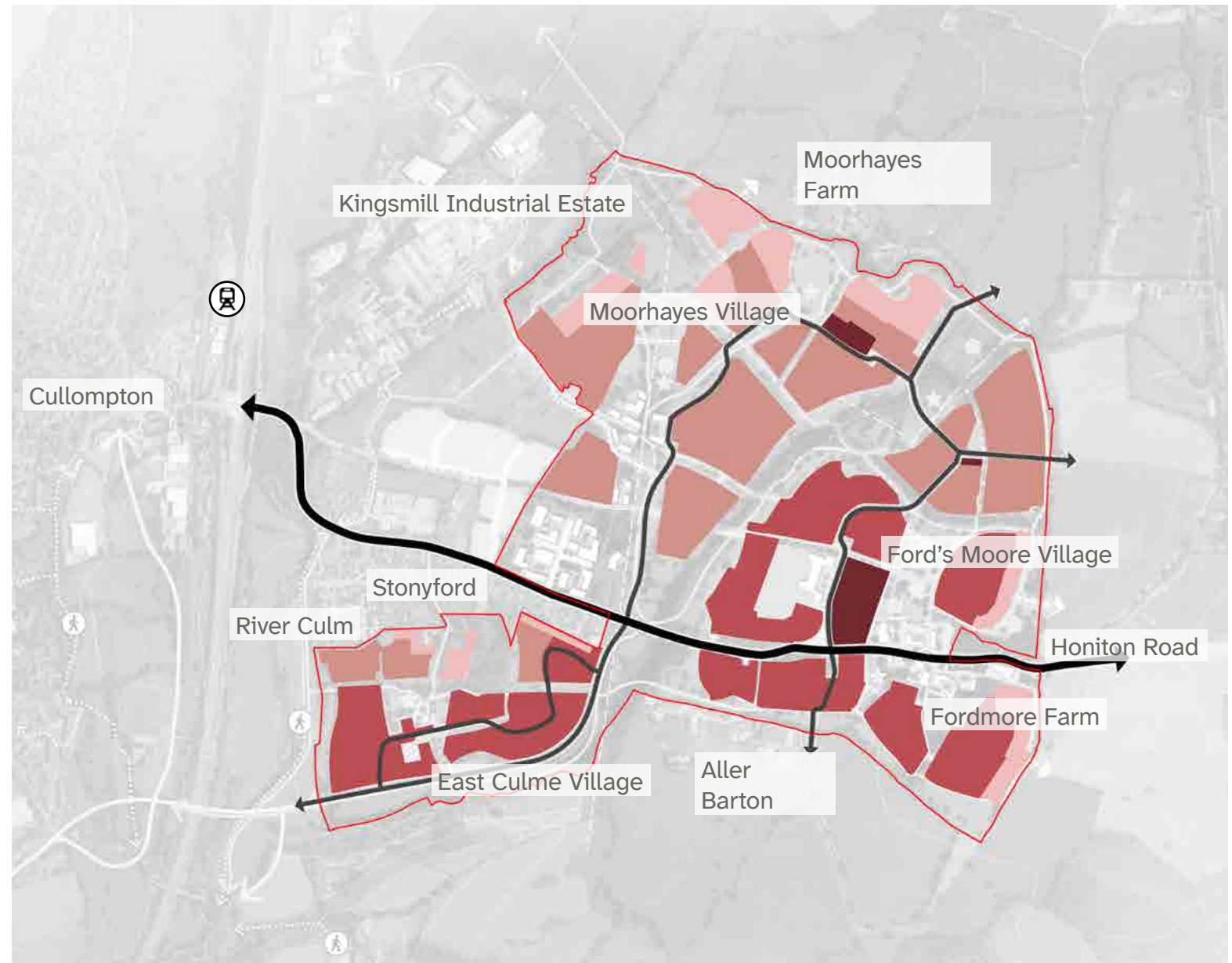
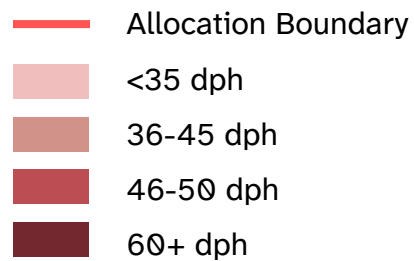
- Allocation Boundary
- Up to 2 Storeys
- Up to 2.5 Storeys
- Up to 3 Storeys
- Up to 5 Storeys
- Up to 6 metres (commercial use)
- Up to 9 metres (commercial use)



↑ Illustrative building heights plan

Density

Density across the allocation varies in response to site characteristics, the surrounding context, and the distribution of uses. Higher densities complement the building heights plan and are focused around the mixed use community hubs, primary streets, and Honiton Road, reinforcing these areas as key focal points for movement and community activity. Where appropriate, the densities then step down toward the site edges to respond to more sensitive landscape conditions and existing developments.



↑ Illustrative density plan

Code P7: Low Embodied & Operational Buildings

Outcome:

Minimise embodied and operational carbon emissions arising from the construction, maintenance, occupation and life of buildings, supporting a net zero trajectory for the development.



↑ Example of energy efficient homes orientated around a local green space.

As set out within the East Cullompton Masterplan SPD, applications must provide a Carbon Reduction and Low Emission Strategy in consultation with the Council. This must be underpinned by a hierarchy of core principles focused on the outcome of reducing emissions. Within this strategy two key outputs need to be provided

- Whole-life Cycle Assessment Framework
- In-Use Human-Behaviour Carbon Assessment

Buildings - embodied carbon, construction, in-use and demolition

What we want to see:

- The reuse and retrofit of existing buildings
- Passive design strategies - such as optimising solar gain, daylighting, thermal insulation, air tightness, shading, and glazing - should be prioritised, as they help minimise a building's heating, cooling, and lighting energy requirements

- A 'fabric-first' approach should guide building design, focusing on optimising the performance of the building's materials and envelope to reduce energy demand before introducing mechanical or electrical building services
- Low- and zero-carbon technologies for electricity generation (such as photovoltaics) and heating (such as heat pumps) should be considered at the building level after energy demand reduction measures have been implemented
- Building materials should be produced locally (where appropriate) to reduce transport emissions
- Construction waste should be minimised by promoting reuse, recovery, and best-practice waste management to reduce the volume of waste sent to landfill.
- Applicants should prepare a Construction Management Plan to ensure suitable waste disposal methods are in place during development, and all waste materials should be securely stored on site.

Energy**What we want to see:**

- The development should incorporate energy-efficient supply systems, such as high-performance mechanical and electrical systems and heat pumps
- The development should consider generating energy from renewable and low-carbon technologies to help meet building energy demand, such as photovoltaic solar panels
- Electric Vehicle Chargers should be implemented

Water**What we want to see:**

- Applicants should outline how the scheme incorporates measures to recycle and reuse both rainwater and wastewater.
- Applicants should outline how they will implement water-saving measures to reduce water-intensive processes.

In-use Waste**What we want to see:**

- Promote circular economy principles that encourage repair, reuse, refurbishment, and recycling through dedicated spaces and services
- Waste generated during operation should be managed by promoting recycling and ensuring the provision of appropriate storage facilities and designated space.

In-use Transport**What we want to see**

- Layout and public realm should prioritise active and low carbon travel
- Enable shared and electric mobility through provision for car clubs, bike sharing and EV charging
- Designs should be flexible and be able to accommodate evolving low-carbon transport technologies and behaviours.

In-use Consumption of goods and services**What we want to see:**

- Support local supply chains for goods and services which reduce transport emissions and strengthen local economies
- Provide spaces for community food growing



↑ Example of a photovoltaic solar panel integrated within a residential rooftop.

3.2 Activity

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Introduction

The Masterplan SPD establishes land uses and a strategy for a mix of uses that create a strong identity in response to the existing qualities of place. Community and commercial uses provide an important function in drawing the community together

as well as meeting day to day needs of residents. This chapter focusses on built development.

The aspiration is to create a place that respects existing communities, reflects local character but also creates something new and exciting for the region.

By their nature, vibrant neighbourhoods are complex and must be more than just a series of housing sites. The National Design Guide recognises that ‘mixed-use development creates an active and vibrant place with an intensity that feels like a centre or destination’. It identifies that well designed places have a mix of uses including local services and facilities to support daily life; an integrated mix of housing tenures and types to suit people at all stages of life; and well integrate housing and other facilities that are designed to be tenure neutral and socially inclusive.

In the National Design Guide relevant guidance is set out under U1 A mix of uses; U2 A mix of home tenures, types and sizes; and U3 Socially inclusive.



↑ Example of a multifunctional public square with integrated planting, designed as a vibrant community hub

The Activity Framework sets out the high-level structure for East Cullompton. Whilst the exact position and alignment of information on this plan need not be followed rigorously; its overarching intentions as set out in the following Codes should be complied with.

The layout of land uses set out in the Activity Framework must closely co-ordinate with the proposals for movement set out in the Mobility Framework and ensure built development has a positive relationship with landscape proposals in the Landscape Framework. Consideration should be given to the requirements set out in the Phasing and Delivery Strategy.

Ensuring these aspirations and area requirements set out in the Masterplan SPD will require collaboration between developers and landowners. The expectation is that the proposals deliver:

- Up to 72.0 hectares of Residential use including market and affordable housing, serviced plots for self builders and gypsy and traveller

pitches. This should be capable of delivering 2,600 homes at an average density of circa 35dph. This assumes limited residential uses incorporated in the mixed use community hubs

- One 3 FE Primary School to be provided as shown in the Activity Framework plan
- Up to 8.0 hectares of land to be provided for mixed use Community Hubs including existing buildings retained. Capable of delivering an additional 2 hectares for shopping, community centre and multipurpose community building (assuming some residential use within these hubs and some overlap of uses with commercial areas)
- Up to 6.5 hectares of land to be provided for commercial use, capable of delivering 32,000 sqm of commercial floorspace, with the majority of commercial space located at the western edge of East Cullompton as shown on the Activity Framework plan, (assuming some overlap of uses with mixed use Community Hubs)



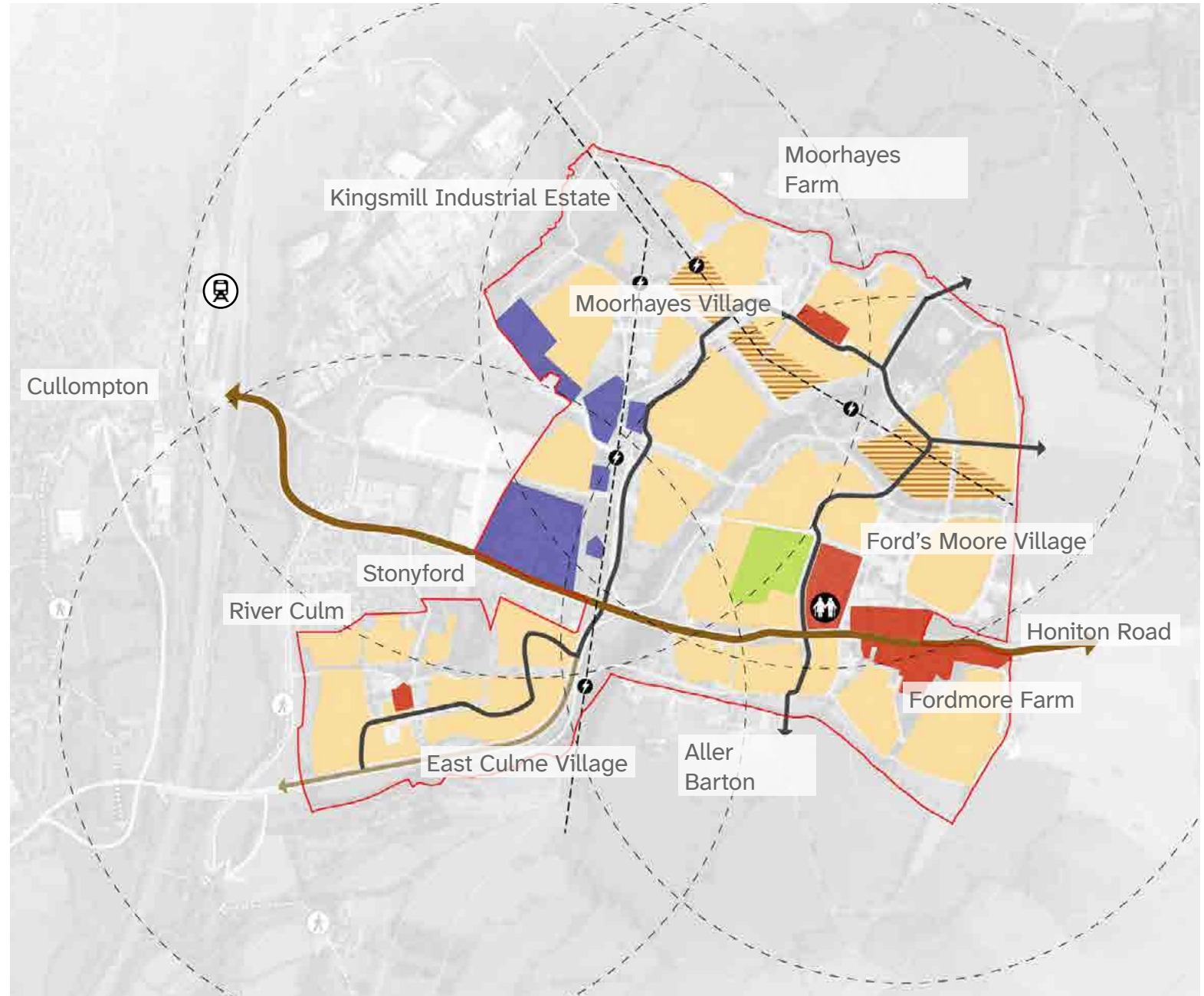
↑ Example of a shared community garden integrating allotments



↑ Example of a play space embracing a rural character

Legend

- Allocation Boundary
- Honiton Road
- New link Road
- Primary Street
- Residential
- Mixed Use Community Hubs
- Commercial
- Primary School
- Pylons
- Development area enabled by underground power lines
- ⚡ Retirement / Extra Care
- 10 minute walking distance 'as the crow flies'



Code A1: Community Hubs

Outcome:

A legible series of mixed-use Community Hubs, each with a clear role, function and character, located adjacent to Community Greens, that build a sense of community and belonging.



↑ Example of a community building with rural characteristics integrated into open space

What we want to see:

A clear hierarchy of mixed-use centres across the site including:

- Each Community Hub is central to the village it is located within, and its design must reinforce the specific character of that village

Principal Community Hub in Ford's Moore Village

- A principal Community Hub for East Cullompton must be located in Ford's Moore Village as an expansion of Fordmore Farm to the north and south of Honiton Road. This hub will include community space as well as further retail and commercial space including potential healthcare and indoor multi-purpose spaces which can cater for a range of activities, including dance, yoga/pilates, circuits, babies/toddlers' activity sessions, table tennis etc.
- The layout of this Community Hub must retain its rural characteristics including the informal arrangement of buildings and courtyards in a strong landscape structure

Secondary Community Hubs in Moorhayes, East Culme and Weeks Farm

- These incorporate smaller scale shops and flexible community space and must be provided in areas of high accessibility in the other villages
- Moorhayes Village Community Hub should demonstrate how it can also support the potential Country Park to the north with potential for ancillary uses associated with the proposed Country Park, spaces and attractive connection points to the Park
- East Culme Community Hub must seek to re-use the existing buildings at East Culme House to provide an informal community heart to this village that is well connected to a series of adjacent green spaces such as the Community Green, wildlife site and allotments
- Week Farm Community Hub must incorporate a mixed-use area with a commercial focus. This could serve as an expansion of the existing employment area around Stonyford providing opportunities for smaller scale commercial uses and workspaces

Community Hub Features

- Community Hubs must have a mobility role which includes being easily accessible from active travel routes and the primary street network; provision of high quality pedestrian and cycle infrastructure; and easy access to the bus network. They need to ensure they are locally accessible but also benefit from passing visitors
- Community uses and amenities (including appropriate workspace and any retail) must be concentrated within a mixed-use Community Hub with good accessibility to public transport. For Ford's Moore this will include school, elderly accommodation and health building
- Community Hubs must provide a mix of uses to fulfil residents' daily needs
- Each community hub must have a flexible landmark building which is distinctive from their surroundings and frame important public spaces
- Community facilities should be in flexible landmark buildings
- Uses should be clustered, in the character of the local farmsteads, and linked to community green spaces
- Mixed-use buildings should have active frontages and flexible ground-floors units that can be adapted over time. Residential and commercial uses would be appropriate for upper floors where it does not detract from intended character or community hub function
- Well designed public space should be at the heart of Community Hubs
- Temporary and flexible space for events, either within buildings or external spaces, should be incorporated which can kickstart activity and adapt as the community grows
- Developer proposals should demonstrate delivery of clear governance structures for community facilities
- The materials, detailing and scale of buildings and public realm in mixed use areas should take design cues from existing buildings on site and the aspiration to retain a rural influence
- Parking within mixed use areas should be provided in a way which does not compromise pedestrian experience, with main parking areas generally located away from key buildings and spaces. In certain exceptional circumstances (e.g. healthcare) parking may be located closer to building entrances but must be designed sensitively



↑ Example of public realm outside a school entrance

Primary Streets adjacent Community Hubs

- The primary streets which have mixed use community hubs fronting onto them need to have special consideration in order to animate the street to encourage chance encounters and natural surveillance; and create a strong sense of place.
- Buildings fronting onto these streets must have higher densities, primary frontages and primary building entrances. This is typical of primary streets going through existing local villages - e.g. Kentisbeare/ Bradninch)
- All buildings fronting onto these streets must have direct pedestrian access

What we don't want to see:

- Dispersed and fragmented community uses
- Poor active travel connectivity to Community Hubs
- Parking dominating
- Blank frontages within mixed-use neighbourhood centres that create inactive frontage

- Community facilities without clear long-term management plans or funding



↑ Example of a community hub with higher densities adjacent to a street

Code A2: School Site

Outcome:

School located at the heart of the community creating activity within a Community Hub in a central location within East Cullompton.



↑ Example of a school building integrated along a active travel route

What we want to see:

- 2.5 hectares of land provided for a new Primary School
- Any school sites must be located close to other employment, community and retail spaces with clear and attractive active travel links between them
- Clear, attractive active travel routes must be provided from residential areas to the school sites
- School to have a positive frontage onto the active travel route through appropriate landscape and building form
- Safe and attractive crossings of Honiton Road must be provided on all clear desire lines to school sites
- The school buildings should be designed and located to be a prominent and positive feature of the development
- Proposals should demonstrate how schools will provide an important anchor in the early phases of development
- Given the location, accessibility and connection of the school, the default mode of transportation should be walking

and wheeling. There should be residual drop off / pick up parking for visitors. However, this should be vision led and proportionate, reflecting the primacy of active travel movements.

What we don't want to see:

- Poorly integrated school site with blank walls / fences
- Lack of active travel routes to schools



↑ Example of a primary school entrance complemented by public realm and integrated landscaping



↑ Conceptual sketch showing the primary school site and its approach from the Ford's Moore mixed-use community hub

Code A3: Integrating Commercial Space

Outcome:

Well integrated commercial space and high-quality workplaces that support 20-minute placemaking objectives.



↑ Example of a commercial building well integrated within a residential setting

What we want to see:

- Commercial areas must be clearly structured, with functional and efficient layouts, with flexible plots held together by a strong public realm framework
- The main commercial area (adjacent to Honiton Road) must have direct access to an active travel route. Co-ordination with proposals for employment allocation CU17 will be required to ensure continuity of the route into Cullompton
- The main commercial area (adjacent to Honiton Road) must include the mix of uses allocated including retail, offices, hotel and leisure, but should be planned to provide an appropriate transition between larger employment uses to the west and residential use to the east and north. This will include an emphasis on provision for walking and cycling
- The overarching character of commercial area/s must be defined by individual buildings or buildings grouped around a shared courtyard within a strong surrounding landscape structure, with a rural character

Principles for the layout of the main commercial area adjacent to Honiton Road:

- A pedestrian and cycle friendly street must be a central feature with high quality public realm and strong building frontage
- Buildings must have a strong frontage onto the adjacent East-West Active Travel Corridor
- Existing tree planting must be retained and extended to provide a strong landscape structure
- Buildings must front onto Honiton Road
- Commercial uses should also be included into mixed use community hubs including smaller scale workspace and co-working space and work hubs that will be drawn to the place quality of these clusters

Building Codes for commercial buildings

Building form

- Heights, massing, form and building lines of commercial buildings must be designed to reflect the rural character of local villages, with a co-ordinated and legible approach to tie in with courtyard layouts
- Commercial buildings must be designed to be human scale, by being accessible, easy to navigate and understand, considering particularly the needs of pedestrians with well-designed entrances that promote a sense of place
- Buildings must provide flexible floorspace within a clear framework that references local farmsteads clusters, likely forming a central courtyard space
- Buildings must be positioned to create an engaging sequence of spaces

Frontages

- With a courtyard arrangement, commercial buildings must have an internal layout that provides active

building edges into the courtyard, onto the Greenway with Pylons and Active Travel Greenways. This could utilise careful positioning of 'front door' entrances, offices and active frontage

- If required, access for loading areas must be discretely located away from primary facades wherever possible with appropriate screening from the street

Building entrance and corners

- Entrances must be emphasised in the building articulation to provide a welcoming and clear entrance, with a clear priority for arrival by active travel rather than vehicle
- Blank facades should consider the use of finer grained patternation to provide long and short-range visual interest where fenestration is not appropriate
- Buildings should 'wrap' around corners in a deliberate way and be expressed through height or materiality



↑ Example of farm buildings converted into a mix of community and commercial buildings



↑ Example of a commercial development reflecting the rural character

Facades/elevational treatment

- Commercial areas must be characterised by a coordinated architectural language and restrained palette of materials and colours, that reflects the local farmsteads
- Bold, naturalistic planting should be used to soften and unify the character areas

Boundary treatments

- The perimeter boundary treatment must be carefully considered in relation to thresholds, views and sitewide security requirements
- Boundary design must be coordinated between plots to ensure cohesive appearance
- Dense native hedging as natural barriers should be used where possible

Amenity provision

- Commercial spaces must either include or be located close to facilities for those who work there (e.g. cafes, gyms)
- Commercial areas must provide easy access to open space for leisure or recreational uses

Highways and Parking principles

- In the first instance active travel and shared mobility options must be prioritised in terms of connectivity and on-site provision
- Sheltered cycle parking must be distributed within the site and well overlooked
- In light of the above the number of car parking spaces must be minimised, and where utilised must be sensitively built into the development and must not be prominent from the street nor Greenways
- Parking for commercial uses should be in accordance with policy DM5
- EV charging points must be integrated into parking areas and/or bespoke commercial facilities
- Plots must be serviced via internal access streets off the primary strategic network to keep primary streets free

Landscaping and public realm

- Built form and landscaping must create enclosure, for a safe, overlooked public realm and a visually pleasing environment

What we don't want to see:

- Commercial space dominated by car parking and inaccessible by active travel
- Tall fencing / boundary treatment adjacent residential areas and open spaces
- Blank facades facing streets and Greenways



↑ Conceptual sketch of the employment site viewed from the primary street

Code A4: Residential

Outcome:

High quality residential development that is appropriate to the local context, suited to contemporary lifestyles and supports 20-minute placemaking objectives



↑ Example of a consistent architectural identity using a variety of materials and dwelling typologies

What we want to see:

- No residential development must take place within flood zones
- Residential design must respond to the requirements set out in Code P4: Key Frontage
- Residential design must respond to the requirements set out in Code P3: Layout
- Residential design must be informed by a Character Appraisal and reinforce the idea of 3 villages within East Cullompton (see Code P6: Village Placemaking) to inform:
 - » Plot characteristics
 - » Building heights and massing
 - » Boundary treatments and edges
 - » Materials, detailing and scale of buildings and public realm
- Locations of and designs for later living accommodation must demonstrate how they support inter-generational living and active lifestyles

Housing quality

- All homes must be sized to meet or exceed the Nationally Described Space Standard (NDSS) as published the Ministry of Housing, Communities & Local Government
- Dual aspect homes must be prioritised. Where single aspect are proposed, detailed designs should demonstrate how good levels of ventilation, daylight and sun access will be provided to habitable spaces
- Where residential accommodation is located above non-residential ground floor uses, privacy must be considered. Specific considerations should include views, noise, and extract ventilation
- All homes must be delivered as tenure-blind to the exterior. There must be no discernible difference between the architectural treatment, fenestration, general appearance or entrance arrangements of the various tenures

- Homes must be made from well-detailed materials that are durable, age well, and are positively enhanced by weathering
- North-facing single aspect homes should be avoided. Where north-facing homes are unavoidable, additional amenity or other mitigation must be provided
- Building arrangements and apartment layouts should be arranged to maximise the views towards open space and landscape
- Where ground floor residential accommodation is provided, defensible space should be introduced fronting the public realm and have a minimum depth 2 metres. Defensible spaces must not be wholly recessed beneath upper levels of accommodation
- All homes should be provided with private amenity space through the introduction of a garden space, balcony or roof terrace
- Typical densities should be in the region of 35 – 40 dwellings per hectare with potential for higher densities in areas

of greatest access to sustainable travel and mixed-use areas and potential for lower densities towards the edges of the community

- Building heights should typically be 2-3 storeys with incorporation of 4 - 5 storey buildings in appropriate landmark locations on key junctions or terminating views. Proposals must demonstrate a clear logic to building heights that assists placemaking



↑ Residential street with integrating landscaping which breaks up parking bays



↑ Residential lane with a shared surface and clearly defined defensible space



↑ Buildings designed to integrate garages to reduce visual impact of vehicles

Affordability

- All homes must be delivered as tenure-blind to the exterior. There must be no discernible difference between the architectural treatment, fenestration, general appearance or entrance arrangements of the various tenures. This includes the location and prominence of entrances
- Integrate different tenures of housing together
- Homes should facilitate long-term affordability by enabling homes to be adapted rather than replaced

Self build and Custom build

- Proposals must have a minimum of 5% self build and custom build serviceable plots.
- Serviced plots must have access to the public highway and have connections for electricity, high speed fibre broadband, water and waste water.
- Provide a flexibility in the size of the plots which are provided. Design should create richer streetscapes and attract wider demographics.

- Plot passports will need to be provided which include design parameters for a given plot. This is to include permissive building line, access and side spacing requirements.

What we don't want to see:

- Development that is more suited to a town or city rather than a village
- Lack of local distinctiveness
- Avoid large mono-tenure blocks



↑ Example of high quality affordable homes (photograph: Tim Crocker)



↑ Conceptual sketch of Moorhayes Village viewed westward from the Blueway primary street crossing

3.3 Landscape Framework

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Introduction

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

topography and are key landscape features within the area. The broad valley of the River Culm provides the local landscape context for Cullompton and adjacent land to the east.

Proposals for East Cullompton must take a considered approach to the landscape, balancing the protection of existing landscape assets with creating new growth areas. Proposals must consider climate resilience, build in a responsible manner, seek to retain existing landscape features and consider the issue of flooding holistically.

The National Design Guide identifies that well designed places:

- Integrate existing, and incorporate new natural features into a multifunctional network that supports quality of place, biodiversity and water management, and addresses climate change mitigation and resilience
- Prioritise nature ecosystems so they can flourish to ensure a healthy natural environment that supports and enhances biodiversity



↑ Example of park incorporating a naturalistic meadow, lawn and tree planting

- Provide attractive open spaces in locations that are easy to access, with activities for all to enjoy

Design guidance is set out under:

- N1 Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play;
- N2 Improve and enhance water management
- N3 Support rich and varied biodiversity

Natural England's Green Infrastructure Framework provides a valuable resource that can help guide applicants setting out:

- Why Green Infrastructure should be provided - the benefits
- What good looks like - the attributes
- How to Plan, Design, and Nurture Green Infrastructure

Building with Nature provides useful resources and this together with information from Devon Council (Devon BNG Statement for Validation) should inform the promotion of Biodiversity Net Gain.

The Landscape Framework sets out the high-level structure for East Cullompton. Whilst the exact position and alignment of information on this plan need not be followed rigorously; its overarching intentions as set out in the supporting Codes should be complied with.



↑ Example of landscaped swale and sustainable urban drainage feature that supports water-saving measures.

The layout of land uses set out in the Landscape Framework must closely co-ordinate and have a positive relationship with the proposals for built development as set out in the Activity Framework and also consider the movement principles set out in the Mobility Framework.

Drawing on the character and identity of Cullompton & Devon

The market town of Cullompton lies within the broad landscape context of the Devon Redlands, an extensive swathe of generally

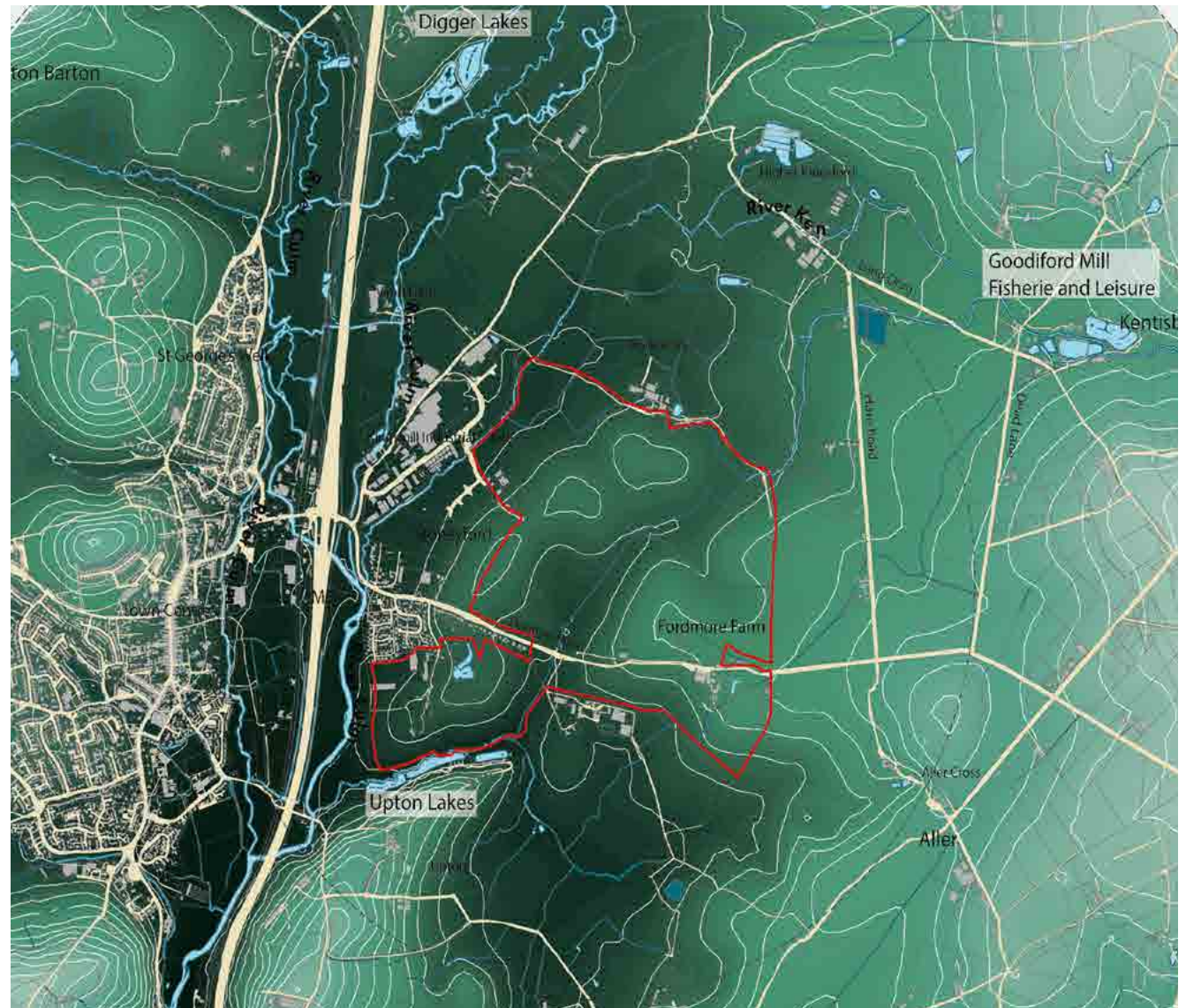


↑ Watercourses are a strong part of the existing identity of the landscape

low-lying, gently rolling landscape stretching from the fringes of Exmoor in the north to the Exe Estuary and coast in the south, and from the edge of Dartmoor in the west to the Blackdown Hills in the east.

The broad valley of the River Culm provides the local landscape context for Cullompton and adjacent land to the east. Topography, geology and, in particular, the river and its associated watercourses and drainage characteristics have shaped patterns of settlement and land use in this area and continue to have a profound influence on local character and sense of place.

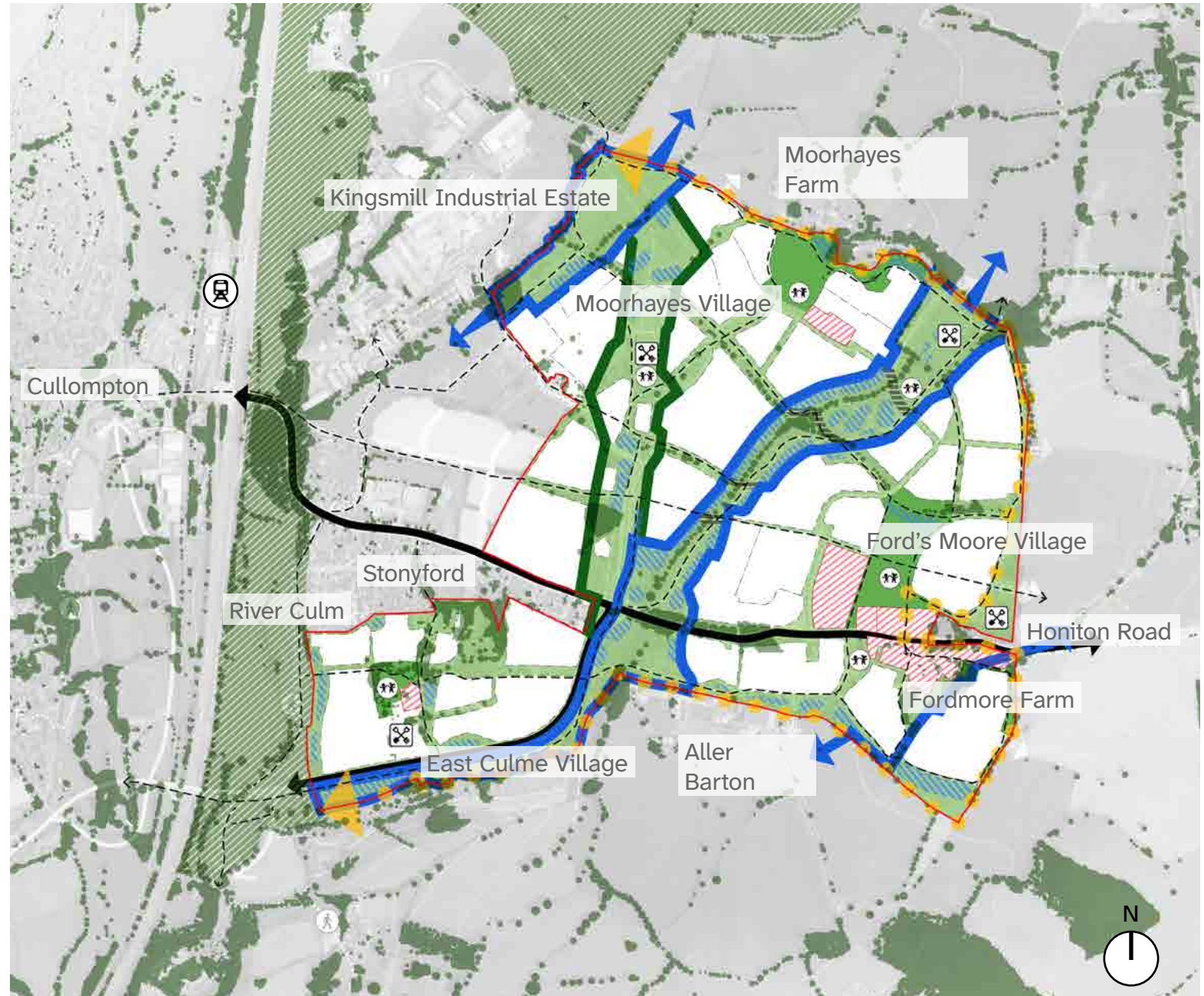
Eastwards from the town, the valley opens out into a wide low-lying landscape which has a dense network of watercourses including the channels of the River Culm and its tributary the River Ken. Although not heavily wooded, and despite some hedgerow removal, the farmed landscape retains a wooded character that contributes positively to its sense of place.



↑ Settlement and Landform within the Masterplan SPD

Legend

- Allocation Boundary
- Blueways
- Greenway with powerlines
- Eastern Loop
- Active Travel
- Greenways
- Community Green
- Green Infrastructure (Including primary and secondary streets)
- Proposed Country Park
- Existing Trees
- ⊗ SUDS
- ⊗ Allotment
- Play Area
- Mixed Use Community Hub



→ Landscape framework plan

Code L1: Enhancing the Existing Landscape Character

Outcome:

Retain and enhance the existing landscape character through incorporation of existing landscape features and additional complementary planting to reconnect and strengthen local landscapes and increase woodland cover.



↑ Example of an informal route along existing vegetation

What we want to see:

Existing features and planting

- Existing landscape features that should be retained and respected must be identified (e.g. watercourses, trees, hedgerows, Public Right of Ways, important views)
- Existing trees, areas of semi-natural habitat, and hedgerows must be retained where possible and incorporated within areas of open space with sufficient building setbacks to ensure longevity of trees and allow for additional complementary planting that can provide habitat enhancement and connectivity sought as per the Biodiversity Strategy
- Significant trees and hedges must be incorporated either as linear features or within open spaces as far as possible and part of a connected grid of open spaces that lead to the edges of the development providing connectivity with the surrounding landscape



↑ Example of existing trees incorporated into amenity greenspace

Proposed planting

- Additional planting must be included to the western boundary of the East Culme village helping to provide screening to the M5
- Street trees must be included on primary streets with a consistent approach within each village
- Trees must be used within the public realm to break up large parking areas
- Trees specified must be large growing native species

- New tree and hedge planting should be provided to the site boundary, particularly where there are no existing hedges and trees. This planting should filter and manage views rather than attempt to completely screen development
- Additional planting should be provided to demonstrate climate resilience and improve biosecurity

What we don't want to see:

- Removal of existing landscape features
- Uncoordinated additional planting
- Tree planting with insufficient growing areas
- Uncoordinated tree planting conflicting with utilities and power lines
- Unsustainable planting proposals that are not maintainable
- Planting which is out of character within the local context



↑ Example of a species rich wet meadow integrated within mature vegetation

Code L2: Green and Blue Infrastructure

Outcome:

A wide variety of fantastic multifunctional open spaces which contribute positively to the character of East Cullompton, with a clear role and purpose within a clear hierarchy of spaces that residents and local people gather at and enjoy, and which provide an important role for good health, exercise, wellbeing and community.



↑ Example of a multifunctional park space

What we want to see:

Multifunctional open spaces

This includes the Blueways, Greenway with Powerlines, Active Travel Greenways, Eastern Loop, Community Greens and other incidental open space.

- Proposals must be ‘landscape-led’ with all spaces having a clear role and function
- Proposals must include provision of at least 40ha of strategic green infrastructure
- This must include 6ha amenity green space and 9ha parks sports and recreation grounds
- A hierarchy of different types of landscape must be provided; each defined by specific characteristics and designed with sensitivity to the natural landscape
- A variety of outdoor open spaces must be provided e.g. parks, gardens and squares, natural and semi-natural green space, amenity green space, play spaces,

allotments and growing areas and pocket parks within development parcels

- Baseline and local context analysis should inform the appropriate role and character of open spaces in East Cullompton. Proposals should understand and respond to the local context including the site’s history, wider geography and landscape, geology, topography, existing blue and green infrastructure, biodiversity, local communities and character
- Historic and local character information should inform proposals (e.g. location of historic orchards, local landscape designations) with justification for proposals including character and role to be explained and backed up by analysis
- Important existing landscape features must be retained and well-integrated contributing positively to the character of the villages

- Open spaces must be multi-functional that support placemaking, climate change ambitions, enable connectivity, provide for food growing, play and sports and provide a variety of spaces for all people, wildlife and the environment within a rich attractive landscape
 - All parks and open spaces should follow Building with Nature guidelines and standards and provide opportunities to connect with nature
 - Facilities e.g. secure bike parking, lighting, toilets, bins, seating and picnic benches should be provided in convenient and accessible locations
 - Strategic leisure routes should be created within the green infrastructure network of spaces including the eastern loop
- Play
- High quality outdoor space and play must be provided for all ages, abilities and backgrounds to promote health and well-being through exercise and community interaction
 - Each of the three villages should have a destination play area
 - The location of outdoor space, play equipment and sports facilities must be convenient, accessible and safe whilst not inconveniencing local neighbours.
 - An area of 0.52 ha must be provided for equipped play (0.4ha) and teenage facilities (0.12ha).
 - The 0.4ha of equipped play space should be split between the three community greens. They should be within 300m or 6-7min walk time as per the Mid Devon Open Space & Play Area Strategy and accessed by active travel network
 - The 0.12ha of teenage facilities should be focussed within the Community Green close to the school in Ford's Moore village, as the most central and accessible location with links to existing Cullompton along active travel routes. The facilities could include a pump track, parkour elements, bouldering walls, social seating and shelters, ball courts, multi-use games area or skateboard areas. This should be supported by smaller

elements at other community greens or along active travel routes e.g. social swings or fitness trails. They should be within 600m or 12-13min walk time as per the Mid Devon Open Space & Play Area Strategy and accessed by active travel network

- Developers must co-ordinate across the allocated site to develop a site wide approach that sets out the area, location, access and design approach for all equipped play and teenage facilities. This should respond to local need and context of existing play facilities



↑ Example of a high-quality destination play area set within a parkland landscape

- Equipped play and teenage facilities. should be supported by informal and natural play within pocket parks and along active travel routes bringing playful activities and experiences into everyday activities such as the route to school or the shops
- Designs and use of materials should be inspired by existing local character and heritage
- Proposals should show how they respond to Fields in Trust standards design approach
- Provision of formal pitches in line with Sport England standards and the Mid Devon Playing Pitch Strategy

Pocket Parks

- In addition to the green infrastructure set out within the Landscape Framework Plan, pocket parks should be frequently provided across the development and support and connect to strategic open spaces within 200-300m
- Should bring nature and play into the heart of the development

- Should be connected by Greenways forming an important network of open space
- Should be fronted by homes ensuring natural surveillance

Allotments and growing areas

- An area of 1.5ha must be provided for allotment site/s for East Cullompton. Indicative locations are shown in the Landscape Framework Plan
- Developers must co-ordinate across the allocated site to develop a site wide approach that sets out the area, location, plots, access, facilities and design approach for all formal allotments. This should be supported by informal growing areas such as raised beds, foraging hedgerows and community gardens linked to formal allotments or within the public realm, open spaces, streets and landscape framework
- Standards for formal allotment provision should be followed as set out in the Mid Devon Open Space and Play Area Strategy 2014 and allotments should meet with the National Society

of Allotment and Leisure Gardeners (NSALG) guidelines

What we don't want to see:

- Play spaces that only provide off the shelf equipment
- Age restricted or segregation of play spaces by ability
- Poorly located solutions at the expense of placemaking



↑ Example of a community growing area

Code L3: Blueways

Outcome:

A clear hierarchy and character of green and blue infrastructure which respects the existing landscape features of the area and provides an exceptional range of benefits for people, wildlife and the natural environment.



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

What we want to see:

- Important existing landscape features must be retained and well-integrated contributing positively to the character of the town
- Proposals must be 'Landscape-led' with all spaces within the Blueways having a clear role and function
- As structuring elements Blueways must be continuous and well connected to other green infrastructure to allow for ecosystems, wildlife and nature to thrive and providing stepping stones
- Proposals must identify and consider the experience of crossing and interacting with water to provide a range of experiences and health benefits
- A network of active travel routes (including walking and cycling loops) must be created and integrated into Blueways. These must be attractive and safe for users. All formal 3 metre and 5 metre active travel routes must comply with LTN1/20 (refer to Mobility Framework Code M3). These routes must connect development parcels and serve multiple functions from direct routes to key destinations to slower, recreational routes at the edges of East Cullompton
- Existing habitats must be enhanced and expanded to encourage wildlife and biodiversity
- Existing watercourses must be enhanced and incorporated into three Blueways, shown on the Landscape Framework as a positive placemaking feature of East Cullompton, which will be primary strategic elements of green / blue infrastructure within East Cullompton
- Blueways must provide sufficient set back to ensure no development is located within flood zones
- Blueways must be positively overlooked by adjacent homes and buildings
- Blueways must provide the primary areas for consolidation of sustainable urban drainage features including swales and basins making the management and storage of water a visible and positive feature of East Cullompton

- Blueways must incorporate attractive walking and cycling routes along their length as part of a site wide network of active travel (Refer to Mobility Framework M3)
- Blueways must be planned to enable the potential for connectivity into existing Public Rights of Way and the surrounding area as important landscape corridors and walking and cycling routes
- Blueways must incorporate naturalistic wetlands and water features, create the potential for interaction with water and provide generous naturalistic open space that provides continuity with the proposed Country Park
- Where the Blueways cross the primary street and/or the Greenways will be important points of orientation in the development. Buildings, paths and open space must support this landmark function. This may include bringing non-residential small buildings closer to the water locally, providing community gathering space or varying building height and form. They will also incorporate rich water or wetland planting

- Blueways should be enhanced to be destinations for residents and locals to use for relaxation, informal recreation and growing spaces the character of which is informal with wild spaces for nature to thrive

What we don't want to see:

- Undefined green spaces within Blueways that do not have a clear role, purpose or

function, that are 'leftover' and poorly integrated, not well related to other uses, and are poorly maintained

- Green spaces of poorly considered size or scale
- Proposals which do not respect the existing character
- Proposals which disregard existing landscape features



Building frontage on to Blueway

Strategic SUDs features aligned with Blueway

Landmark buildings at crossing points

Crossing point of Blueway and street

Blueway with retained planting and stream

↑ Indicative study of crossing points on Blueways from Masterplan SPD

- Proposals which do not enhance existing habitats and wildlife corridors
- Blueways that are not fronted onto by properties
- Existing river corridors becoming urbanised e.g. with the introduction of hard riverbanks

Design of the Northern Blueway

- Core function: enhance and celebrate setting of River Ken and provide a strong ecological gateway from the north
- Design objectives: integrate SuDS, enhance river setting, provide access
- Scale and dimensions: minimum width to accommodate flood storage, active travel, existing site features and root protection areas
- Must provide access for walking and cycling routes that are accessible all year including crossing points/bridges for pedestrian/cycle access across the River Ken
- Should enable connection to the proposed Country Park to the north that is accessible all year

- Must incorporate naturalistic wetlands and water features providing continuity with the proposed Country Park
- Must protect and enhance the existing landscape and ecology site features and proposed planting enhances habitats and biodiversity
- Must enhance the existing River Ken and tributaries
- Must respond to existing power cables, including appropriate planting and landscape treatments

Design of the Middle Blueway

- Core function: key central landscape feature linking together the three villages
- Design objectives: to integrate SuDS, public access, north-south connectivity
- Scale and dimensions: minimum width to accommodate flood storage, active travel, existing site features and root protection areas
- Must provide access for walking and cycling routes along its length that are accessible all year



↑ Example of a species rich wet meadow integrated with surrounding tree planting.



↑ Example of an attenuation feature adjacent to a formal pathway

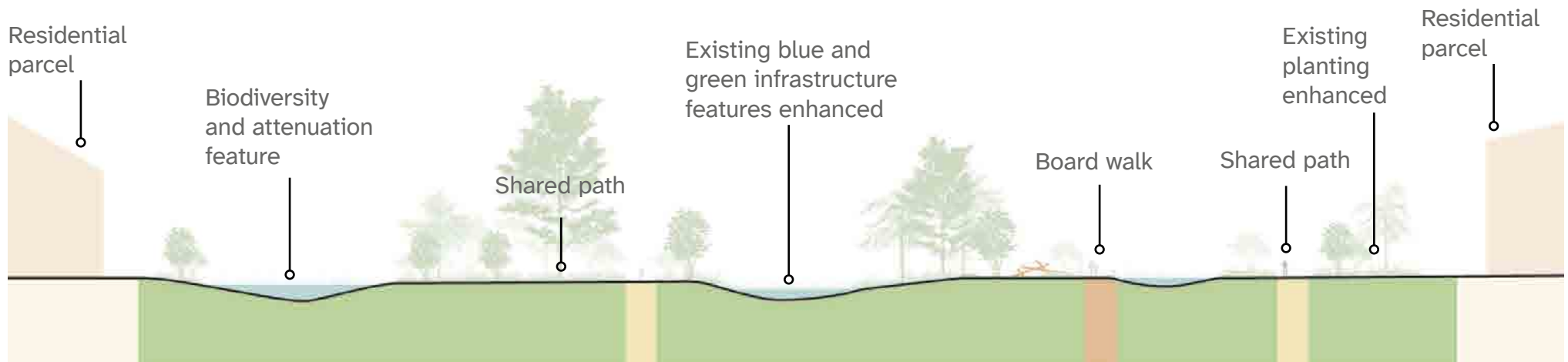
- Should enable connections to the proposed Country Park in the south that are accessible all year
- Must incorporate naturalistic wetlands and water features providing continuity with the proposed Country Park
- Must incorporate, retain and protect existing landscape features
- Could incorporate allotments (outside of the Flood Zone)
- Must enhance existing watercourse . e.g. reprofiling

- Must respond to existing power cables, including appropriate planting and landscape treatments

Design of the Southern Blueway

- Core function: retain and celebrate the existing leat as a positive feature around Fordmore Farm
- Design objectives: to integrate the leat in a positive setting with frontage and public access

- Scale and dimensions: minimum width to accommodate existing leat and existing landscape features
- Must protect and enhance the existing landscape and site features. Proposed planting must enhance habitats and biodiversity



↑ Illustrative section of a Blueway showing how existing landscape features can be retained, enhanced, and integrated with proposed SuDS, movement corridors, and developable plots. Does not represent varying land form. (Section B-B, page 30)

Code L4: Active Travel Greenways

Outcome:

A clear hierarchy of green connections which provide a connected network of active travel routes which encourage walking and cycling, connection to nature and amenity.



↑ Example of a parkland with trees defining a pathway edge within a local park

What we want to see:

- Important existing landscape features must be retained and well-integrated contributing positively to the character of the town
- Proposals must be 'landscape-led' with all spaces having a clear role and function
- As structuring elements Greenways must be continuous and well connected for ecosystems, wildlife and nature to thrive and providing stepping stones
- A network of active travel routes (including walking and cycling loops) must be created and integrated into Greenways that are attractive and safe for users. All formal 3 metre and 5 metre active travel routes must comply with LTN1/20 (refer to Mobility Framework Code M3). These routes must connect development parcels and serve multiple functions from direct routes to key destinations to slower, recreational routes at the edges of East Cullompton
- Greenways must be planned to complement Blueways, by being a significant part of the green infrastructure

that underlines that the development is a Garden Village, providing a connected network of active travel routes across the site. Generally, they will run towards and across Blueways to form a grid

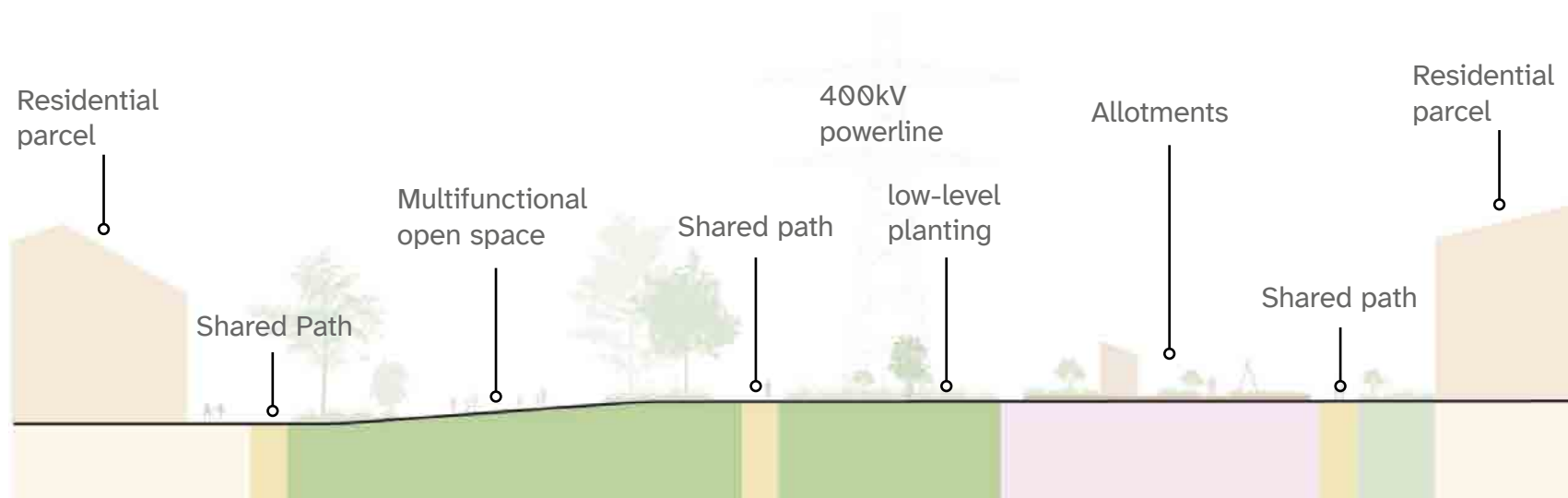
- The character of each Greenway can vary to its context either running through larger green spaces or adjacent to streets within built areas but must be significant enough in size to provide attractive, dedicated space for pedestrians, cyclists, and planting
- Greenways should have a character that relates to the neighbourhoods that they sit between, and that their functions will relate to adjacent land uses



↑ Active travel route bordering an attenuation feature

What we don't want to see:

- Undefined green spaces within Greenways that do not have a clear role, purpose or function, that are 'leftover' and poorly integrated, not well related to other uses, and are poorly maintained
- Green spaces of poorly considered size or scale
- Proposals which do not respect the existing character
- Proposals which disregard existing landscape features
- Proposals which do not enhance existing habitats and wildlife corridors
- Greenways which are not fronted onto by properties



↑ Illustrative section through a Greenway demonstrating how landscape integration, active travel corridors, and multifunctional open spaces work together to support placemaking. Does not represent varying land form. (Section C-C, page 30)



↑ Example of an informal green link path within a natural setting



↑ Example of wet meadow attenuation area



↑ Example of an formal path along a green link with integrated public realm features

Code L5: Greenway with Powerline

Outcome:

Powerlines and suspension towers well integrated in to the Greenway, with their impact mitigated, and positive use of land beneath and around lines.



↑ Example of an active travel route adjacent to powerlines

What we want to see:

Land Use

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

Design guidance

- Green spaces must be designed that have clear uses, with a well considered hierarchy and sequence of spaces, with positive relationships between buildings and open spaces
- Designs must be in accordance with National Grid Design Guidelines and advice for development near overhead lines including comprehensive site layout, design and landscaping guidelines, clearance distances for sag and swing and consideration of amenity and visual impact
- Commercial areas must be arranged to define a sequence of attractive green spaces which include active travel routes and provides the possibility of community food growing . This must consider swing and sag requirements

What we don't want to see:

- Sterile, bland and unusable open space without planting beneath powerlines

Code L6: Integrating Water (Flooding & Drainage)

Outcome:

Development located in areas where it is safe in a flood event, with SuDS integrated into East Cullompton playing a multi-functional role to reduce flooding, increase biodiversity and to make water and wildlife central to day-to-day life in East Cullompton.

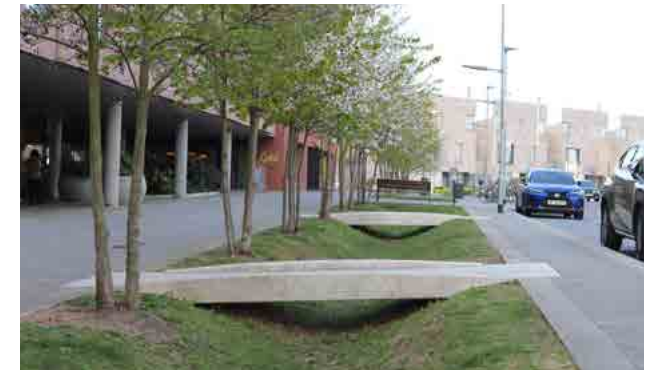


↑ Example of a rain garden with biodiverse planting within a parkland landscape

What we want to see:

Flooding & drainage

- Proposals must undertake comprehensive planning and design for flooding and drainage, with creative and attractive proposals that respond to national standards for sustainable drainage systems (2025) and the Mid Devon District Council East Cullompton Strategic Flood Risk Assessment (May 2024)
- Existing watercourses must be retained and/or re-naturalised and improved for ecology. Such as with deculverting, restoration or re-profiling of watercourses, removal of barriers to fish migration, integration of watercourses within wider green and blue infrastructure networks
- All built development must be located away from areas at risk of flooding
- Proposals must employ joined up thinking (site-wide) to achieve the best overall strategy in relation to flood mitigation and water storage
- Location and capacity for storage must be considered holistically; so that infrastructure is designed as an integral part of East Cullompton
- Exploration should be made into improvements to the watercourse capacity to alleviate flood risk within and outside the development
- Proposals should be future-proofed (including surface water drainage schemes) and designed to appropriate, locally specific allowances for climate change. This includes an understanding of peak river flood flows and rainfall intensity. New hydraulic modelling to be undertaken where necessary



↑ Example of a street-side swale featuring integrated planting and crossings

SUDs

- SuDS must be well integrated; using the flow of water, topography and geology of the site to manage surface water to deliver benefits for water quantity, quality and amenity/biodiversity and positively adding to open spaces by creating a natural, usable and attractive landscape
- The SuDS hierarchy should be followed, by using infiltration as far as it is practicable. Creative SuDS solutions and proposals must reduce run-off rates, and comply with the requirements of the MDDC East Cullompton Strategic Flood Risk Assessment (May 2024)
- SuDS should be attractive features as part of open spaces including rain gardens, permeable paving, swales and detention basins
- Attenuation should be provided at source to minimise downstream impacts
- SuDS should be integrated into the overall design following the principles of the SuDS management train e.g. using gently undulating slopes, rain gardens and swales and avoiding hard, over engineered solutions
- Strategy and design should consider the ongoing maintenance required for proposed SuDS and demonstrate this has been considered from the outset
- Permeable surfaces should be prioritised including within parking areas
- Strategic storage areas should be located in the Blueways, with some of the storage providing areas of permanently wet habitat to also help provide increased biodiversity as part of the development
- The use of cascade basins should be explored in strategic storage locations where this would help deal with the steepness of the overall catchment. The basins, and the connectivity between them, offer the potential for amenity and ecological benefits, as well as drainage and flood risk management
- The use of two stage channels should be explored, in combination with storage basins, weirs and meandering channels, as a means of ensuring a permanent water presence can be maintained, while providing additional capacity for flood flows and storage



↑ Example of an attenuation basin with wild planting



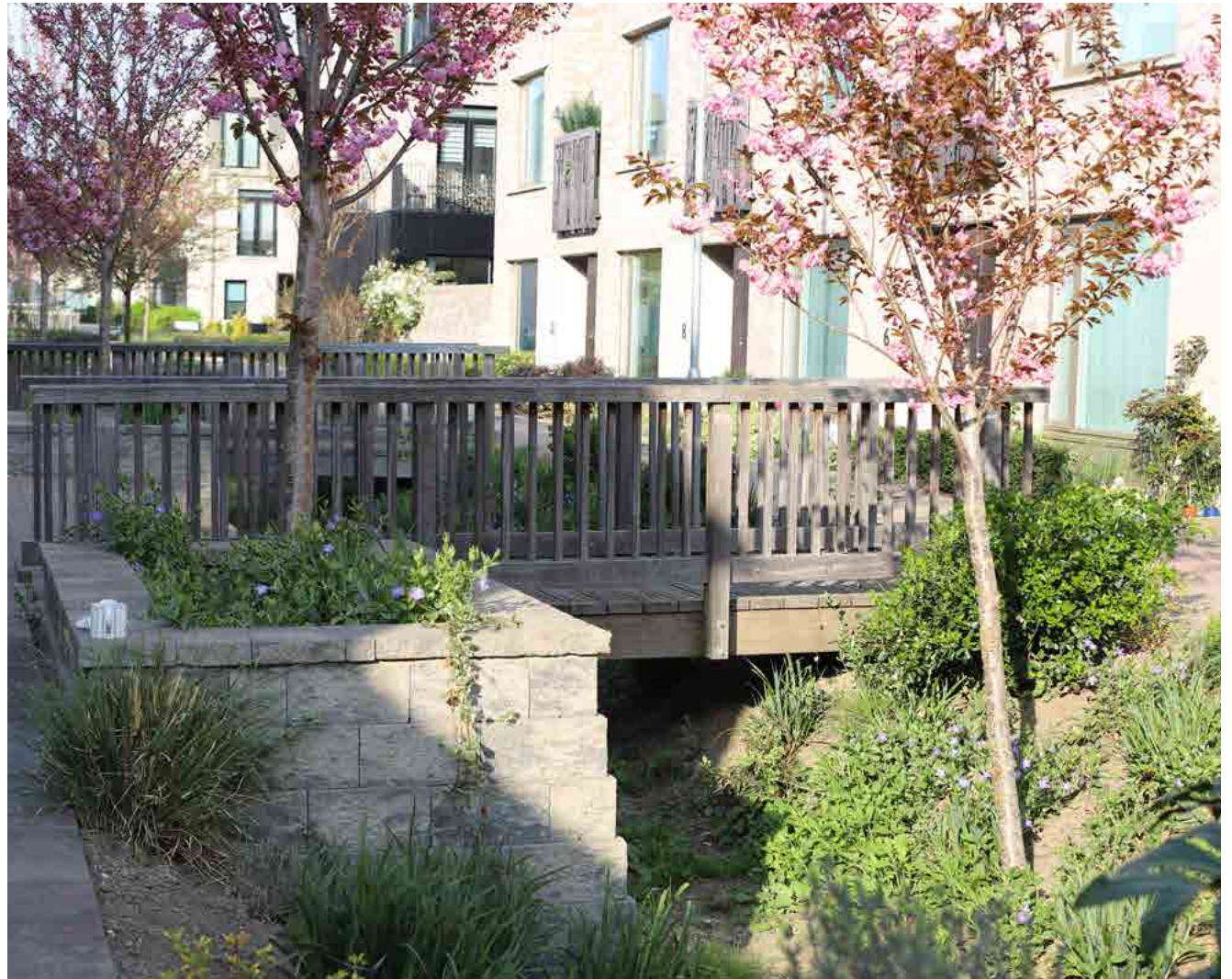
↑ Example of an attenuation basin with wild planting

Development levels

- Development parcel levels must be set to ensure that all the development will be safe during a flood event
- Development parcels, building design and landscape proposals must respond appropriately to topography, field patterns and boundaries, without reliance on extensive 'cut and fill' techniques nor large retaining structures

What we don't want to see:

- Over-engineered solutions
- Poorly located solutions at the expense of placemaking
- Large attenuation basins that do not provide ecology and amenity value
- Over provision of hard surfaces increasing water run-off
- Over-engineered solution to water management
- Poorly located basins impacting on usability of open space, connectivity or positive frontage



↑ Example of a swale integrated into a residential pocket park, featuring public realm enhancements, landscape elements, and pedestrian crossing bridges

Code L7: Crossing Points

Outcome:

Characterful water crossing points that respond to the local context and are part of the experience of daily life.



↑ Pedestrian bridge spanning a swale, providing access to a residential plot

What we want to see:

Bridges

- Careful consideration must be given to how streets and active travel routes pass sensitively across watercourses
- Designs for bridges should celebrate the crossing of water and allow positive interaction with the water

Fords

- Fords have a distinctive presence in the wider landscape and celebrate water at crossing points. They could be considered within the overall water management strategy. These can be designed to have small culverts underneath to pass the normal flow, with the ford used only during flood events
- Due to the risk that fords may be impassable during floods, the wider transport strategy must ensure alternative routes are available to maintain safe access and egress
- Where fords are proposed within the allocation area, signage must be provided

to explain their purpose and indicate potential access restrictions

Landmark features

- The Landscape Framework describes the use of crossing points as key points of orientation in East Cullompton. Landmark features should mark and celebrate these points. These features might be a bridge, a distinctive landscape or a similar 'low-key' feature that is sensitive to the landscape. Alternatively landmark buildings could re-enforce this role with taller buildings, bringing buildings out into the landscape or including mixed use buildings

Boardwalks/ elevated walkways

- Provision of boardwalks as part of public routes should allow people to get close to the watercourses
- Likely should be used in areas prone to waterlogging, flooding, or unsafe terrain, providing safe and accessible pathways for pedestrians

What we don't want to see:

- Over-engineered solutions

Code L8: The Eastern Loop

Outcome:

Provision of a looped connection as a legible and clearly defined active travel route that can be used by pedestrians, cyclists and equestrians, that is linked to other active travel routes within Greenways and Blueways.



↑ Example of a self-binding gravel pathway adjacent to existing and new planting

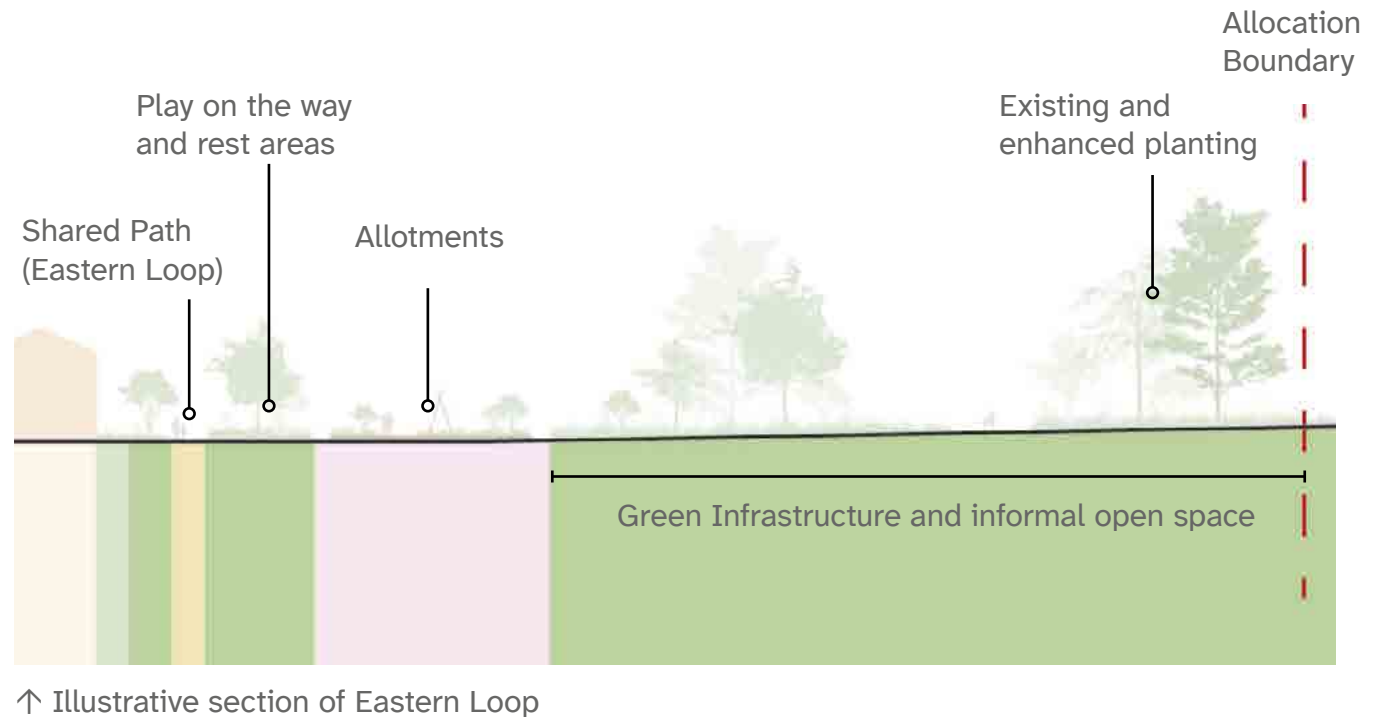
What we want to see:

- The Eastern Loop must be provided within a Greenway that follows the northern, eastern and southern edges of East Cullompton, in the early phases this will provide an active travel route around the outer limits of the development providing interaction with the open countryside
- The Eastern Loop must be a continuous separate path
- The minimum width of the Greenway must allow for adequate planting at the boundary and a 3m wide shared path
- Developers must explore in detail how to provide a suitable crossing of Honiton Road
- The design of the Eastern Loop should demonstrate how it allows for future phases of development to connect into the route to ensure a positive interaction between East Cullompton and any potential future phases of the Garden Village
- The Eastern Loop will vary along its length but should provide sufficient space to retain existing trees and hedges at the edge of the site and provide space for new planting, hedge banks, and hedges to filter views of development
- The Eastern Loop should run from the Public Right of Way at Old Hill around the site boundary just west of Moorhayes Farm
- The Eastern Loop should run through and connect key green spaces including the Community Greens, Blueways and demonstrate the potential to connect to the proposed Country Park
- Screen planting should be incorporated within the Eastern Loop to protect the amenity of existing houses properties on Honiton Road and views from the surrounding area
- Consideration should be given to incorporating artwork, seating, fitness equipment and play as part of the Eastern Loop

- Consideration should be given to how the Eastern Loop is used in different seasons, at night and during flood events (e.g. appropriate surfacing, raised walkways, lighting strategy)
- The Eastern Loop should be supported by clear signage to facilitate wayfinding and promote this route
- Equipment and play as part of the Eastern Loop

What we don't want to see:

- Piecemeal delivery of routes
- The active travel route within undefined and 'leftover' space
- The Eastern Loop located as part of tertiary streets



Code L9: Community Greens

Outcome:

At least three Community Greens will be provided in the areas around East Culme House, Fordmore and Moorhayes, which provide a range of facilities set within a multifunctional public open space that brings the community together, promotes health and wellbeing and social inclusion.



↑ A vibrant multifunctional community green featuring sports facilities, recreational areas, and natural landscaping

What we want to see:

- The Community Greens must be laid out to provide the core open space functions required by the Local Plan open space standards incorporating parks, play areas, teenage facilities, recreation space and community orchards
- The Community Greens must be co-located with Community Hubs (and potentially other community facilities) and planned to be visually prominent from within areas of surrounding mixed-use development
- Community Greens must contribute to the site wide green and blue infrastructure provision for parks and open space (refer to Code L2)
- Community Greens must include equipped play and informal play as part of site wide strategy (refer to Code L2)
- Sports pitches in accordance with MDDC PPS must be provided on community greens unless off-site provision in a favourable location is agreed with MDDC.
- Community Greens must integrate Active Travel routes, provide appropriate facilities to support Active Travel and incorporate clear links to the closest Mobility Hub
- The Community Greens should be supplemented with areas of informal open space and play across the site



↑ Example of an outdoor kiosk within a community green

The Community Green at Ford's Moore

- Must enhance the character of this area as a mixed-use hub capable of retaining the rural qualities of the area and incorporating areas for community gardens and orchards
- Must retain and protect existing landscape features (watercourses, hedgerows and trees). Refer to Code L1.
- Must include teenager facilities (refer to Code L2)
- Must provide clear connections to the existing facilities at Fordmore Farm
- Must consider views and topography, to create accessible landscape with minimal cut and fill
- Should incorporate informal food growing areas/community gardens/ orchards as part of site wide allotment and food growing strategy (refer to Code L2)
- Should incorporate sustainable drainage integrated into the landscape e.g. in the form of swales, permeable paving, rain gardens, tree pits as part of drainage strategy (refer to Code L6)

- Should include planting that provides structure, biodiversity, shade, shelter
- Should include an area of external hard landscaping adjacent to the community hub/facilities that spills out into the open space that enables community events and gatherings e.g. pop up markets, Christmas carols
- Should include development alongside it that fronts onto the Community Green providing natural surveillance

The Community Green at Moorhayes:

- Must be planned to create an appropriate setting to listed buildings at the edge of the allocation boundary
- Must link to the Greenway
- Must accommodate the Eastern Loop along the north and connect into this
- Should respond to the setting of the Grade II listed, Higher Moorhayes Farmhouse and retain the openness west of Lower Moorhayes

The Community Green at East Culme House:

- Should be informed by ecological and arboricultural surveys and advice to ensure an appropriate setting for the County Wildlife Site
- Must provide Active Travel connections to the central Blueway
- Should demonstrate how the retained East Culme House and associated outbuildings is integrated/used
- Should consider re-use the walled garden for allotments/growing area
- Plans for the Community Greens should demonstrate how they provide sufficient flexibility to accommodate a range of temporary community events and gatherings

What we don't want to see:

- Inadequate provision of large-scale open space
- Poorly located open space
- Underutilised open space due to poor quality
- Open space that does not cater for everyone
- Car dominated spaces that disconnect the Community Hub from the Community Green



↑ Community green with walking paths, outdoor gym, and existing vegetation

- Open Space
- Community Hub Building
- Play Area
- Teenage Play Facilities
- Formal Sports
- Community Gardens
- Community Orchards
- Yard Space
- Active Frontage
- Key Building
- Retained Vegetation
- Proposed Vegetation
- Attenuation Basin
- Segregated Pedestrian and Cycle Route
- Shared Pedestrian and Cycle Route
- Shared Crossing Point

0 50 100m N


→ Illustrative Sketch of Ford's Moore Village Community Green



- Open Space
- Community Hub Building
- Play Area
- Informal Lawn Space
- Active Frontage
- Key Building
- Retained Vegetation
- Proposed Vegetation
- Attenuation Basin
- Segregated Pedestrian and Cycle Route
- Shared Pedestrian and Cycle Route
- Informal Route
- Shared Crossing Point



→ Illustrative Sketch of Moorhayes Village Community Green

-  Open Space
-  Community Hub Building
-  Play Area
-  Allotments
-  Yard Space
-  Active Frontage
-  Key Building
-  Retained Vegetation
-  Proposed Vegetation
-  Attenuation Basin
-  Shared Pedestrian and Cycle Route
-  Pedestrian Route
-  Informal Route
-  Shared Crossing Point



0 50 100m



→ Illustrative sketch of East Culme Village Community Green



Code L10: Biodiversity Net Gain

Outcome:

An ambitious and collaborative approach to integrating nature, enhancing existing habitats and creating new connected habitat and ecosystems.



↑ Example of a species rich planting integrated along a pathway

What we want to see:

- Developer proposals must demonstrate how biodiversity net gain will be delivered, either on site within the allocation boundary in the first instance, or through off-site contribution to the delivery of landscape enhancements. Mid Devon District Council would like any off-site improvements to be delivered in areas adjacent or accessible to the East Cullompton allocation
- A collaborative and joined up approach between developers across the site allocation should be taken to providing a comprehensive solution to Biodiversity Net Gain
- An approach must be taken that retains and enhances existing ecology, habitats, hedgerows, trees and water courses
- All wildlife habitat created or enhanced through BNG must be maintained for at least 30 years after the development is completed. Monitoring reports to evidence this must be provided to the Local Planning Authority. Developers are required to pay for habitat creation, enhancement, management and

monitoring over this 30-year period

- Innovative proposals should seek to achieve more than a minimum 10% BNG on site including providing opportunities within the multi-functional green corridors
- Proposals should connect and link up habitats across site boundaries and in surrounding areas

What we don't want to see:

- Each developer providing isolated BNG provision
- New habitat creation that is isolated
- New habitat creation that does not respond to local or target species requirements

Code L11: Public Realm

Outcome:

High quality, functional and beautiful public realm that provides an opportunity for all the community to meet and gather in a pleasant pedestrian friendly environment.



↑ Example of public square with active ground floor use, seating and planting

What we want to see:

- A consistency of approach and materials must be developed across East Cullompton in the public realm design e.g. squares, streets (including active travel routes, junctions and crossings), parking, pavements, junction design, green spaces. An approach must be developed which sets out the materials and design approach suited to the character of each village
- Spaces within the public realm must be designed to be a suitable scale for their function (e.g. school drop off, incidental pocket park, parking for Community Hub)
- A positive relationship should be created between buildings and public space including all streets
- Appreciation of local context should be central to the public realm, which should reflect the character of each of the 3 villages – in terms of scale, planting, appropriate and durable local materials
- A strong water and landscape influence should be apparent within the public realm – with opportunities for green spaces, tree planting and open SuDs
- Priority should be given to people and cyclists within the public realm – in terms priority of routes and quality of infrastructure – e.g. cycle parking, bus shelters
- Places should be designed to foster community through gathering and for events – from a bench to a large seasonal gathering
- Public realm design choices relating to material, signage, utilities and street furniture should provide coherence and legibility across East Cullompton. A comprehensive strategy should be developed together by all developer teams for all items within the public realm (e.g. street furniture and signage, lighting, seating, art, bins) that responds to the local context

What we don't want to see:

- Poor quality materials not appropriate to character of East Cullompton and its three villages
- Expanses of tarmac
- Unsuitable materials limiting year-round use on key active travel routes

Public Realm Collage



↑ Example spaces that utilise a palette of hard surface materials that are collated for their appreciation of and positive response to the local context. Such as natural stone and resin bound aggregate for the mixed use community hub

↑ Example fixed and flexible street furniture elements using appropriate materials, such as sustainably sourced timber, that is designed and located to maximise opportunities for social interaction



↑ Example palette of wayfinding and street furniture elements including playful and integrated public art that references local character



↑ Example palette of diverse and naturalistic designed plant communities with resilient species and where appropriate integrated biodiversity features



3.4 Mobility

Code M1: Wider Connectivity	101
Code M2: Honiton Road	102
Code M3: Active Travel Connectivity	106
Code M4: Shared Mobility	112
Code M5: Street Hierarchy	114
Code M6: Electric Vehicle and Parking	120

make most day-to-day journeys through active travel means such as walking and cycling. This allows residents and visitors to lead low carbon lifestyles.

National policy and national guidance emphasise the importance of good connectivity. The NPPF sets out the importance of this within the context of promoting healthy and safe communities,

promoting sustainable travel and in achieving well-designed places. This emphasises that opportunities to promote walking, cycling and public transport use should be identified and highlights the importance of easy pedestrian and cycle connections within and between neighbourhoods that enable walking and cycling and that are clear and legible.

Introduction

East Cullompton will benefit from its location close to the proposed Cullompton Railway Station, its proximity to Cullompton town centre, existing local jobs and a high number of local facilities and employment opportunities. These factors give the real possibility of creating a mixed-use place, which can aid a reduction in the reliance on private vehicles. It is important therefore that East Cullompton seeks to build on these positives by setting good connectivity and active travel as key elements of its design. Local residents should find it easy to either commute by bus or train, or to



↑ Example of a pedestrian friendly street adjacent to existing heritage buildings

Patterns of movement, streets, parking and other transport considerations are noted as integral to the design of schemes and contribute to making high quality places.

The National Design Guide specifies that a well designed movement network defines a clear pattern of streets that:

- is safe and accessible for all
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity

Design guidance is set out on:

- A connected network of routes for all modes of transport (M1)
- Active Travel (M2)
- Well considered parking, servicing and utilities infrastructure for all users (M3)

The Mobility Framework on the following page sets out the high-level structure for East Cullompton and its routes and connections. Whilst the exact position and alignment of information on this plan need not be followed rigorously; its an emerging concept of how transport and connectivity could be developed.

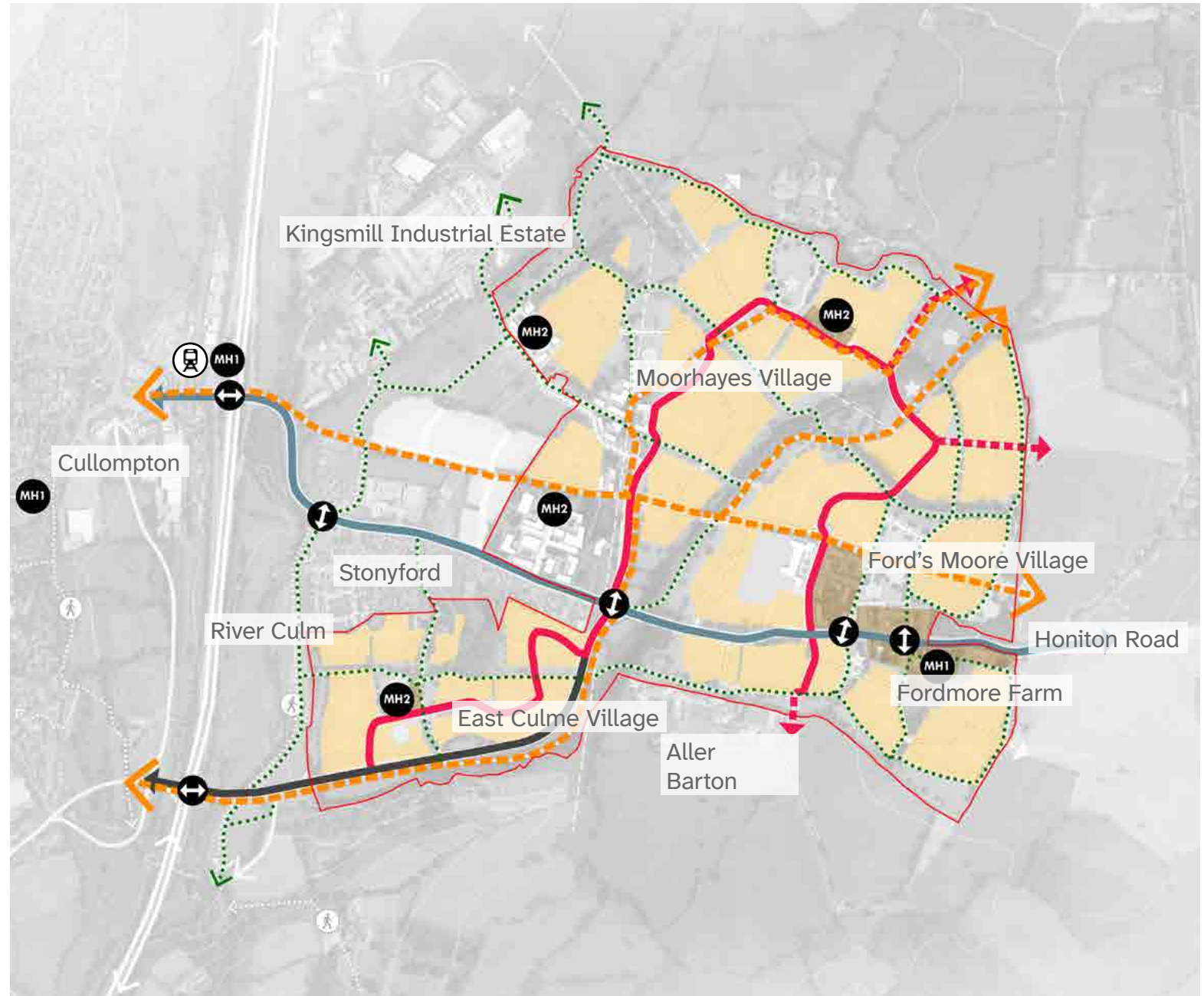
Further testing and detailed analysis will be required including assessing the impact of any development on the Strategic Road Network.



↑ Example of a community hub fronting a street

Legend

- Allocation Boundary
- Primary Street (to include a primary active travel route)
- - - Safeguarded Route
- Honiton Road (to include a 3m shared foot/cycleway)
- Proposed J28A Link Road
- - - 5m Active Travel Route
- Active Travel Greenways within open space
-  Active Travel Crossing
-  Primary Mobility Hub
-  Secondary Mobility Hub
-  Proposed Train Station



Code M1: Wider Connectivity

Outcome:

Improved infrastructure including connections over the M5, railway line and Honiton Road to adequately connect East Cullompton to Cullompton and its surroundings; in particular by active travel modes.



↑ Example of a high quality footpath through a park

What we want to see:

- Effective active and shared travel crossings of the M5 must be delivered in the locations shown to ensure active and sustainable travel is a key consideration in the overall movement strategy. These broad locations have been set to provide the most direct routes possible to the Town Centre, Community College and Railway Station
- Active travel routes must connect to any off-site sports facilities
- Active and shared travel crossings of the M5 must be prioritised as an early part of proposals at East Cullompton
- The detailed design of active and shared crossings must demonstrate how these will be attractive and safe for all users and enable their use
- Well-designed infrastructure must “fit” in terms of scale height and visual impact and make its own contribution to place
- Further feasibility and testing should consider how connections across the M5 and railway can be strengthened and improved

What we don't want to see:

- An insular isolated East Cullompton with no real possibility for sustainable travel connections beyond the Site for all ages and abilities
- Poor connectivity leading to reliance on private vehicle in preference to sustainable travel
- New development should not be seen in isolation and should meet the objectives of the Garden Village. This includes facilitating access to future development sites and enabling active travel improvements

Code M2: Honiton Road

Outcome:

A co-ordinated design scheme for Honiton Road which would allow the road to perform a 'place' function regardless of volumes of traffic, with a reduction in speed to reduce the space required for vehicles as well as offering potential environmental benefits and reduced noise.



↑ Honiton Road adjacent to Fordmore Farm

What we want to see:

Arrival & Character

- A strong sense of place must indicate that this is a residential area with a safe and pleasant environment that enable low speeds with design features
- Well defined points of arrival into East Cullompton should be provided from the East and West ensuring consideration is given to arrival by all modes of travel
- Arrival points should respond to the character of the local neighbourhood
- The route should be 'zoned' where it moves through either residential or mixed-use areas with appropriate development frontages
- A 30mph speed limit on Honiton Road must be implemented. It is widely acknowledged that 20mph speed limits have significant safety benefits for all the users of the highway. The implementation of this speed limit is encouraged on Honiton Road and would be consistent with the recommendations of the LCWIP and with other A roads within the county. Applicants should promote this approach.

- Building frontage and landscape design along the existing road network and at 'edge' of development should respond positively to how the East Cullompton is viewed on arrival or from local viewpoints

Active Travel/Public Transport

- The design of the Honiton Road carriageway and road corridor must allow space to be reallocated appropriately to multiple users (e.g. public transport, pedestrians, cyclists)
- Active travel routes should be well integrated within the road corridor, with segregated facilities for cyclists to aid movement across East Cullompton
- Safe crossing points should be provided by active travel means for pedestrians and cyclists at key desire lines
- Bus stops and provision for a range of alternative mobility solutions (e.g. electric bikes, electric car sharing clubs etc.), should be well integrated, reducing reliance on the car
- East west cycle route must minimise the number of times it crosses Honiton Road



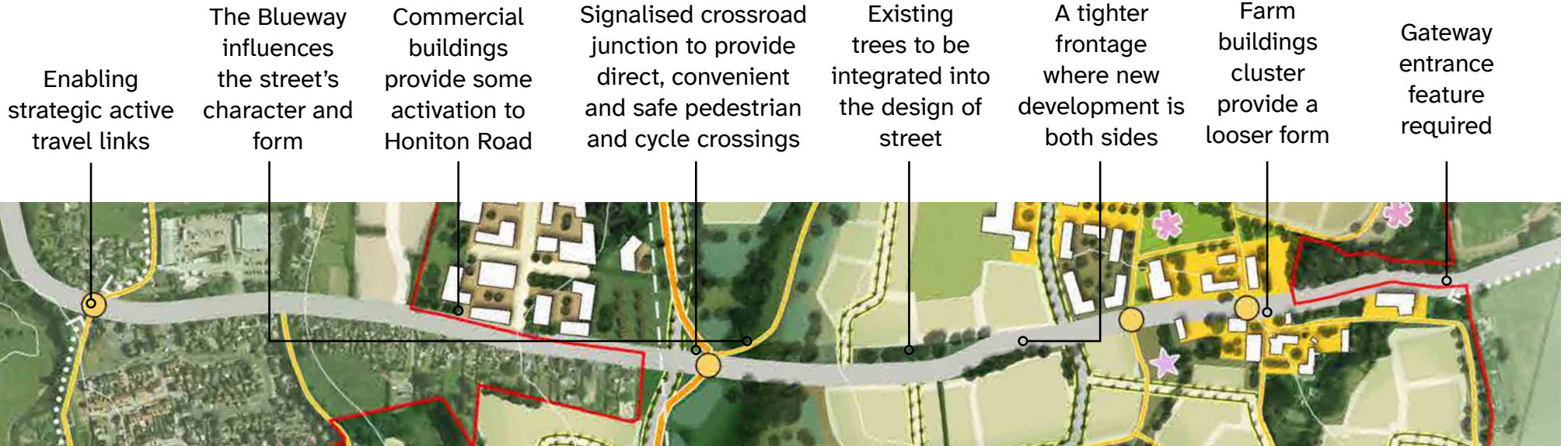
↑ Example of destination buildings with a looser form



↑ Example of gateway treatment



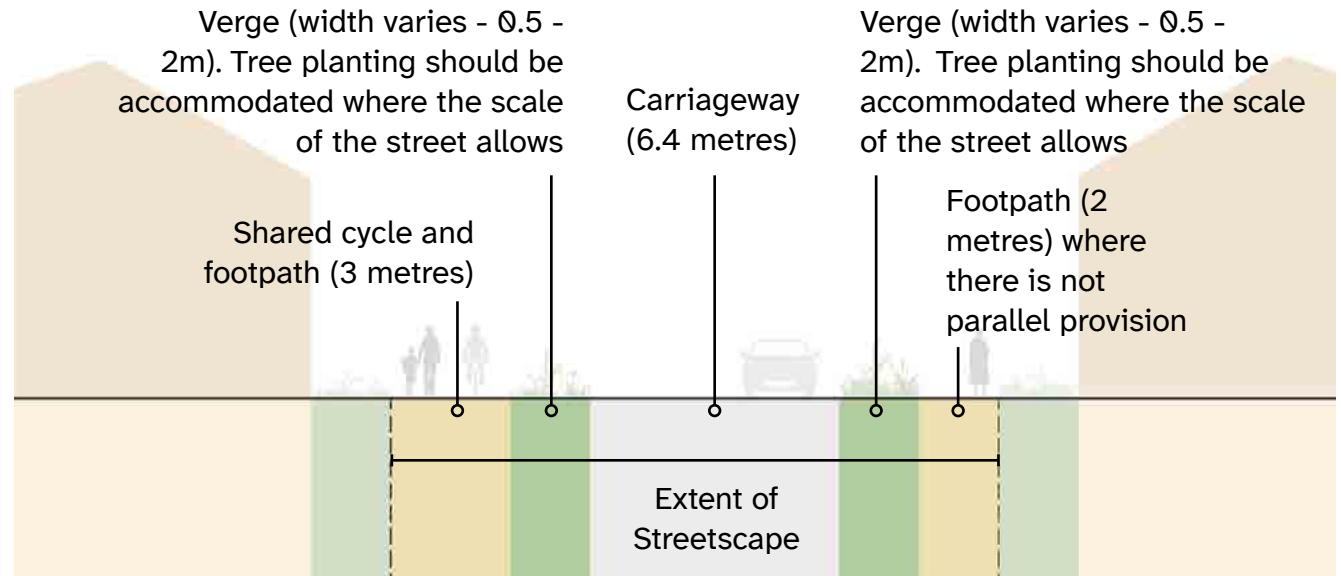
↑ Example of a street with new landscaping and development fronting onto it



↑ Extract of the Framework Masterplan showing Honiton Road

Road and Junction Design

- Honiton Road must continue to provide an important vehicular connection into the centre of Cullompton and to Honiton to the east
- Junction design must be considered carefully alongside placemaking, urban design and landscaping to ensure high quality arrival points
- Honiton Road's 'place' function should be a key priority alongside its 'movement' function. For example, through the provision of frontage access balanced with its continued function as an A-road
- Staggered junctions should be considered where possible rather than roundabouts to facilitate active mode priority and allow the built form to be brought closer to the street



↑ Illustrative section of Honiton Road where new development fronts onto it

- The proposed signalised crossroads junction which provides access north and south, which includes the connection to the proposed J28A, needs to be designed with a vision led approach and should seek to provide direct, convenient and safe pedestrian and cycle crossings in line with current guidance.



↑ Example of a signalised crossroads junction which delivers pedestrian and cycle crossings

- New development should positively contribute to the setting of the road and its rural character providing active frontages



↑ Example of how the paving treatment has been designed to enhance the junction

Planting

- New planting alongside Honiton Road should be introduced to strengthen the existing trees and hedgerows including new trees, verges and planting to connect with existing green infrastructure and create a Greenway through East Cullompton

What we don't want to see:

- No sense of arrival
- Out of scale, unsightly junctions and highway infrastructure dominating arrival points
- Entrance points into East Cullompton to be dominated by out-of-town retail parks and car parks
- Infrastructure which causes undue delay or safety issues for non motorised users

Code M3: Active Travel Connectivity

Outcome:

Walking, wheeling (trips made by wheelchair and mobility scooters) and cycling to be seen as the most convenient, sustainable, desirable and affordable way to travel, with East Cullompton actively promoting and enabling walking and cycling, to minimise reliance on private cars and embed a step-change towards active travel where the majority of journeys are made by sustainable methods rather than by private vehicle.



↑ Example of segregated cycling and pedestrian paths set back from the road

What we want to see:

Ambitions and intentions

- A well-integrated mixed-use development must be designed with a user hierarchy that prioritises active travel (walking, cycling, wheeling and scooting) as the primary mode of travel for commuting and local trips, particularly by those living within East Cullompton, and which encourages the use of public transport and minimises reliance on private cars
- An active travel network should be consistent with the general approach of the objectives set out in the Local Cycling and Walking Infrastructure Plan (LCWIP). Provided the 5m active travel routes are delivered then 3m shared cycle and footpath provision along Honiton Road will be consistent with LCWIP
- All dwellings to be located on active travel routes provided by primary, secondary and tertiary streets and within 120m of a strategic active travel corridor.
- Ambitious and creative strategic and detailed design solutions, particularly around land use planning, access

and movement networks and car and bicycle parking (at home and close to local amenities) must deliver an active travel network as set out in the Mobility Framework that provides direct and attractive connectivity to key destinations within the site and into the surrounding area

- A phased approach to the provision of key active travel links must be provided, seeking to maximise the connectivity of subsequent development parcels. This will provide links to key land uses and transport interchanges outside of the site, along with internal connectivity to a network of key Mobility Hubs throughout the site. Such links will comply with current best practice guidance, within LTN 1/20 or its successor

Connections

- Connectivity with existing movement corridors beyond East Cullompton (such as the Public Right of Way network and cycle paths to connect into existing communities) must be excellent

- Active travel connectivity must be improved across Honiton Road with the provision of dedicated crossing points
- Dedicated active travel route/s must be provided between the Community Hubs and Cullompton Town Centre, Community College, key employment areas and proposed Railway Station, to improve connections across the railway line and motorway. These must comply with current best practice. Active travel routes should ensure that the earliest stages of development benefit from viable alternatives to the private car, from the outset
- Direct, safe, well maintained attractive cycle and pedestrian routes must be provided, that connect residential areas to local centres, schools, employment, open spaces, the sports hub, the proposed Railway Station and into Cullompton, which are suitable for both during the day and night
- Proposals should demonstrate how active travel routes can be extended into

neighbouring parcels and beyond into communities including Kentisbeare and Willand

- Walking and cycling routes should connect to the existing Public Rights of Way. Improvements and extensions of these routes should also be explored.

Design

High-quality active travel infrastructure should be delivered that includes the principles of:

- Walkable Neighbourhoods
- Healthy Streets
- Liveable Neighbourhoods
- Low Traffic Neighbourhood Design, and which consider accessibility for all potential users
- Proposals which respond to Active Travel England and Sport England's Active Design guidance to promote healthy active communities

- A range of options for active travel should be provided including leisure routes through open space and more direct commuter routes alongside primary and secondary streets
- Filtered permeability should be used to help promote active travel routes over those that are car based
- Supporting facilities such as benches, rest points and cycle parking should be located throughout the development

- Active travel routes and street design should provide sufficient space for all users including mobility vehicles
- High-quality cycle infrastructure should reflect best practice and be in accordance with Department for Transport LTN 1/20 Cycle Infrastructure Design and Walk Wheel Cycle Trust advice. Applicants should comply with guidelines for how street design can create protected space for cycling, as set out in Figure 4.1 of the LTN 1/20.
- Any on-street cycle routes should be suitable for an 8 year old to use which means conditions should be suitable for most people as set out in LTN 1/20
- Mobility hubs should be located within each Community Hub. These should be integrated with public space and be at the heart of each Hub - a focal point for the community
- High-quality cycle facilities should be provided to, and within, employment areas and Cullompton town centre
- Crossings should include facilities for active travel and provide priority for active travel modes where possible

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

	Provision suitable for most people
	Provision not suitable for all people and will exclude some potential users and/or have safety concerns
	Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

↑ Extract of 'Figure 4.1 Appropriate protection from motor traffic on highways' from LTN 1/20

Signage

- Active and shared travel routes should be supported by clear signage to facilitate wayfinding and promote routes within East Cullompton and connecting to surrounding routes, local facilities, amenities and destinations

Integration with other modes

- To deliver the points above Active Travel connections into and through employment areas to the west must be explored particularly through allocation CU17 and along the River Ken Blueway past Week Farm
- To increase the attractiveness of such links, secured by design principles will be key. Some routes may therefore benefit from facilitating multiple modes, including light traffic use such as bus/ shared mobility and proposals should provide this
- Active and shared travel routes may run alongside other streets, but proposals should demonstrate how they provide attractive and functional space for a variety of users and how priority can be given over vehicles



↑ Example of a wayfinding signage along a pedestrian route

- Active travel routes should be more direct and attractive than using the private car and should be free of interruption as far as possible

Public Transport

- All employment areas, Community Hubs and schools within East Cullompton must be within easy access to a bus route

What we don't want to see:

- Cars prioritised over people with pedestrians and cyclists considered 'second class' users within the movement network
- Lack of joined up sustainable transport routes
- Development that makes it difficult for people to use sustainable modes of transport
- No consideration of wider 'off-site' connections
- Parking solutions prioritised over good placemaking
- Lack of supporting facilities (e.g. storage / rest points)

- Lack of connectivity to existing active travel routes
- An expectation that cyclists should use the carriageway on primary streets
- Shared paths that are not a suitable width (as LTN 1/20) and cause conflict between different users
- Lack of separation between shared paths and vehicle routes
- Convoluted Active Travel routes that dissuade people from using them and encourage private vehicle use for commuting to commercial areas
- Segregated areas of East Cullompton that do not have full and easy access by sustainable travel to the Community Hubs and other facilities across East Cullompton and beyond

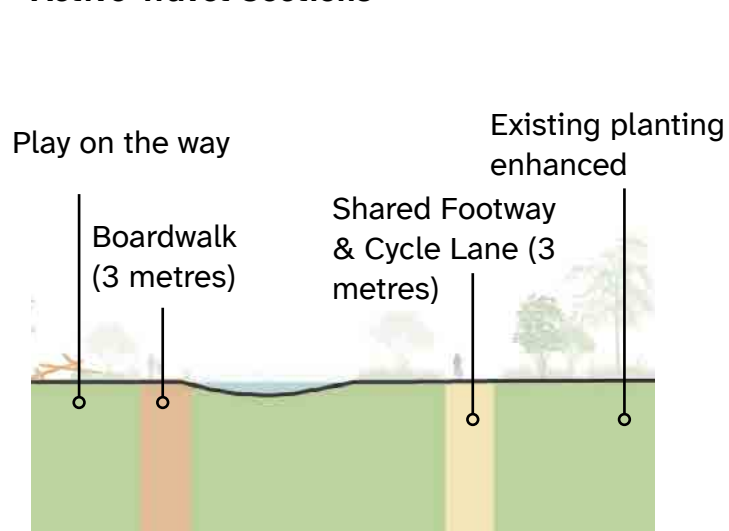


↑ Example of a bus stop situated within a primary street corridor

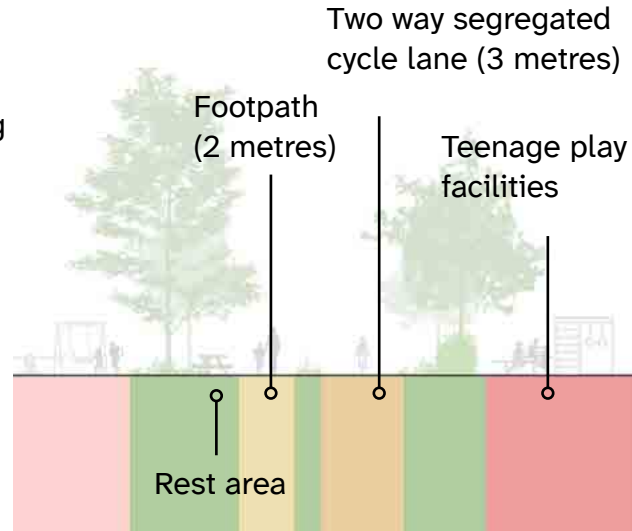


↑ Example of a crossing giving priority to pedestrians

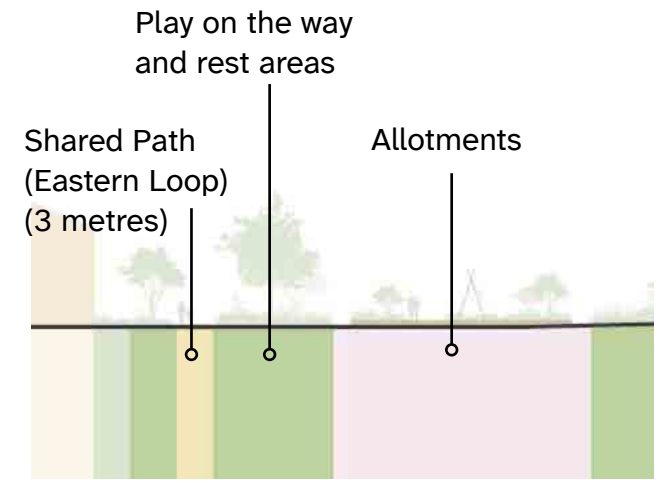
Active Travel Sections



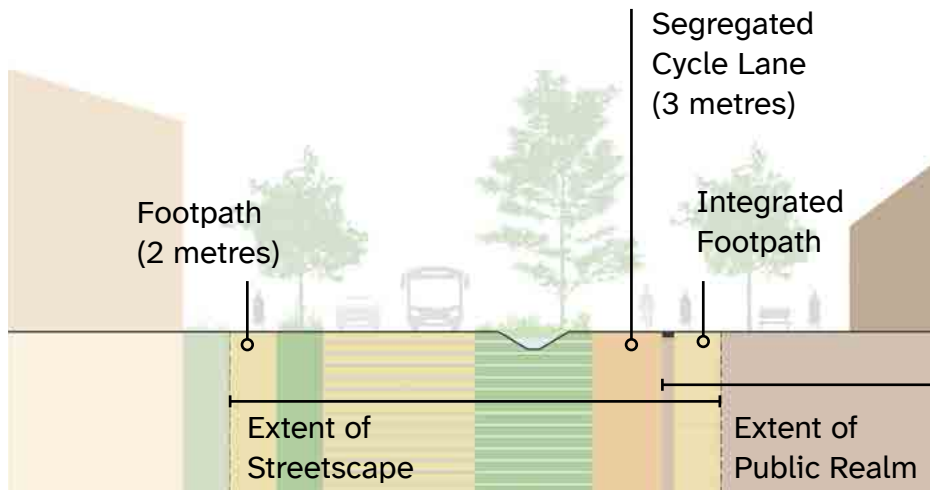
↑ Illustrative section of a Blueway



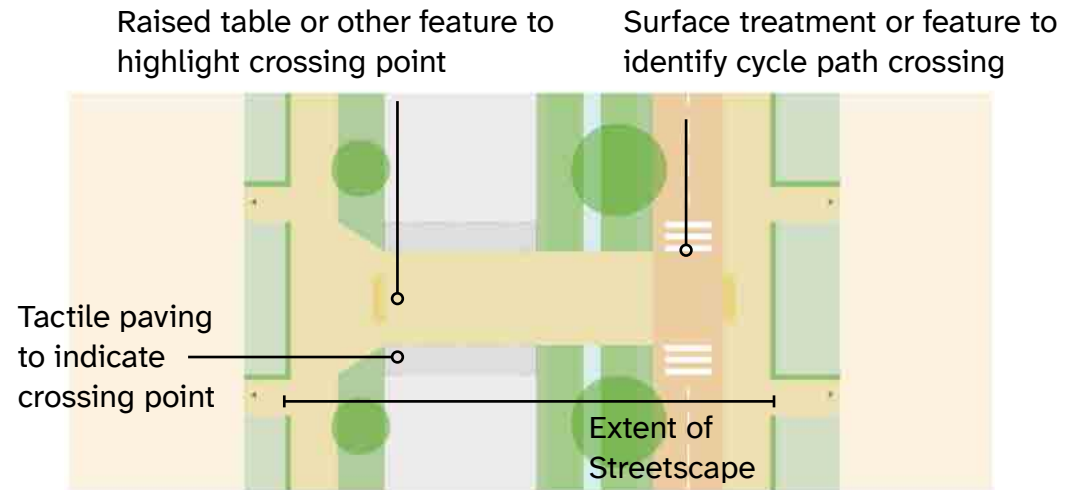
↑ Illustrative section of the East-West Active Travel Corridor



↑ Illustrative section of the Eastern Loop



↑ Illustrative section of a primary street adjacent to a mixed hub with an integrated footpath and a segregated cycle lane



↑ Illustrative plan of a primary street crossing point

Code M4: Shared Mobility

Outcome:

Shared mobility and public transport is popular, well used and provides an easier, cheaper and more efficient travel option than private cars.



↑ Example of a mobility hub integrated within an active route

What we want to see:

Wider connectivity

- The implementation of key shared mobility routes providing spaces for buses and demand responsive transport must connect the site with the town centre and railway station. Consideration should be given to a circular route encompassing both existing M5 crossing points, allowing residents the opportunity to benefit from direct links to the south of the town, bypassing Junction 28, with Cullompton Community College providing a key destination during the earlier stages of development
- The layout should be designed to ensure opportunities for Demand Responsive Transport are futureproofed and anticipate an increase in scope and coverage for this service throughout the lifetime of construction
- Careful consideration must be given to the provision of shared mobility and public transport opportunities in relation to key destinations outside of Cullompton and East Cullompton, particularly those that currently rely on the private car

for journeys, such as major employment destinations

- Key active and shared mobility connections must be implemented in advance of strategic highway infrastructure improvements, making best use of existing links across the M5 during early stages of development, and with appropriate active travel crossing/s of the M5 being in place for early residents. This should aim to ensure that traffic demand is managed down at every opportunity

Mobility hubs

Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all.

- Mobility hubs should be provided within Community Hubs throughout the development to promote and enable all journeys from within East Cullompton to be made by active travel and shared mobility
- Mobility hubs must be well integrated into development areas, providing high quality public spaces offering people an alternative to the private car

- The primary hub must be prioritised in the area of highest demand, located within the primary mixed-use area at Fordmore Farm
- Secondary and tertiary hubs should be provided as part of a wider interconnected network where they can provide services appropriate to their area. They will include a more limited provision of services, and points at which cycle docking stations or drop off/collection points could be provided. These will need to be included within attractive and convenient locations throughout East Cullompton
- The effectiveness of mobility hubs is reliant on a network that allows convenient and predictable movement to the wider area. They should aim to provide greater ease and offer a more attractive proposition than travelling by car. A clear branding across the whole hub network will increase visibility and user awareness, which would complement a marketing strategy to raise awareness, inspire change, and provide advice on how to use the facilities

Car Clubs

- Options should be explored for on-site car clubs with discounted memberships for residents to discourage multiple cars per household

Buses

- A bus service should be provided with a network of bus stops at 200-300m intervals.
- Bus stops must be located conveniently for residents and employees throughout East Cullompton
- Bus service provision must provide high quality, reliable and convenient services as meaningful and attractive alternatives to personal car use
- Bus routes must be designed to bring people to key destinations, e.g. employment areas and local centres
- Bus routes, and bus lanes as appropriate, must facilitate the linking of all areas of development along primary streets and pass near to all Community Hubs
- Opportunities for electric buses and demand responsive transport should be explored.

Inclusion

- All designs should accord with the Department for Transport's document 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'

What we don't want to see:

- Poor interconnectivity between transport modes
- Infrastructure that does not connect bus and rail journeys
- Prioritisation of private vehicle



↑ Example of a cycle hire provision

Code M5: Street Hierarchy

Outcome:

Streets that are well used and sociable, enjoyable places to spend time in, encouraging neighbourliness, outdoor living and outdoor play.



↑ Example of a street with active travel, soft landscaping, and parking

What we want to see:

- A clear street hierarchy must be demonstrated that creates an easily understood structure to all development areas in each phase
- The design of the primary and secondary street network must demonstrate how it could be extended into surrounding parcels, ensuring continuity and clear street hierarchy in potential future phases of development
- The design of the primary street network must demonstrate how it is co-ordinated with junction improvements to the M5
- The Mobility Framework must provide a primary mobility loop serving the main areas of development with a view to incorporating a bus route through East Cullompton
- Streets must be considered as places which accommodate footways, cycleways, SuDS, street trees and parking
- Tree planting must be incorporated as a prominent feature into all primary and secondary streets
- Street designs must demonstrate how they create an unmistakable Mid Devon character
- High quality street design must be in accordance with the most current version of Manual for Streets
- A 30mph speed limit on Honiton Road and a 20mph speed limit throughout East Cullompton must be implemented
- It is widely acknowledged that 20mph speed limits have significant safety benefits for all the users of the highway. The implementation of this speed limit is encouraged on Honiton Road and would be consistent with the recommendations of the Local Cycling and Walking Infrastructure Plan (LCWIP) and with other A roads within the county. Applicants should promote this approach
- Streets designed to a maximum of 20mph speed must be designed so that this is clearly apparent in the detailed design of the street. On long straight sections of street, streets should be designed to passively restrict vehicles speeding, with slower speeds encouraged through changes in carriageway material,

build outs to alter the carriageway alignment and narrowing of carriageways at key places. Features should not impede bus access on Primary Streets

- The street network should have a positive and well considered relationship with Community Hubs
- The primary street network should provide access to the mixed-use community areas and schools, but highways design should not dominate these areas. Opportunities to separate key gathering spaces from parking and highways should be explored to ensure public spaces can remain at a comfortable, human scale
- The primary and secondary street network should be planned to minimise crossings of green / blue infrastructure corridors and dedicated active travel routes
- SUDs and planting should be incorporated into all primary streets, which could include permeable paving and other features such as swales or rain gardens

- Streets for a Healthy Life should be used as a detailed checklist for developing appropriate design response to each street type
- The street network must appropriately include for emergency services, bin lorries, buses and turning heads without this dominating the design

Primary Streets must:

- Form the principle structuring network for development
- Be located through development parcels rather than along their edge
- Facilitate bus routes and 'floating' bus stops
- Include buildings along them which vary in height and form, with limited gaps between buildings except at junctions
- Provide direct routes between different parts of the development with clear wayfinding
- Provide off-carriageway cycle paths with clear demarcation and dedicated cycle parking facilities in mixed-use areas

- Include street trees and generous verges suitable for tree planting at regular intervals
- Only include limited on-street parking (e.g. parallel bays)
- Accommodate any loading/ drop-off parking within mixed-use areas

Primary Streets should:

- Contain taller buildings and larger trees
- Introduce 'lanes' similar to those off Cullompton High Street if appropriate to reflect local character. These must be overlooked to provide natural surveillance

Secondary Streets must:

- Connect to primary street and be mainly residential in nature
- Include dedicated cycle routes
- Only include limited on-street parking (e.g. parallel bays)
- Accommodate any loading/ drop-off parking within mixed-use areas
- Create a parallel network of routes to

the primary street which offer alternative connections, traffic resilience, distinct character, low design speed, parking and street trees

Secondary Streets should:

- Consider and identify where tree planting is a priority e.g. streets which provide key active travel connections

Tertiary Streets must:

- Be residential and consist of lanes, mews, courts and adopted edge lanes
- Be very lightly trafficked, therefore two full size footways may not be appropriate
- Identify where planting is a priority e.g. streets which provide key active travel connections

Tertiary Streets should:

- Use a level surface where appropriate

What we don't want to see:

- Streets that are not people friendly
- A lack of hierarchy leading to lack of legibility

- Streets that are dominated by vehicles rather than attractive networks of spaces
- Poor relationships between streets and buildings or open spaces
- Cul-de-sacs / dead ends
- Duplication of roads (e.g. private drive parallel and alongside primary road)
- Streets without trees or other landscape features



↑ Example of a tertiary street with limited visual vehicular presence

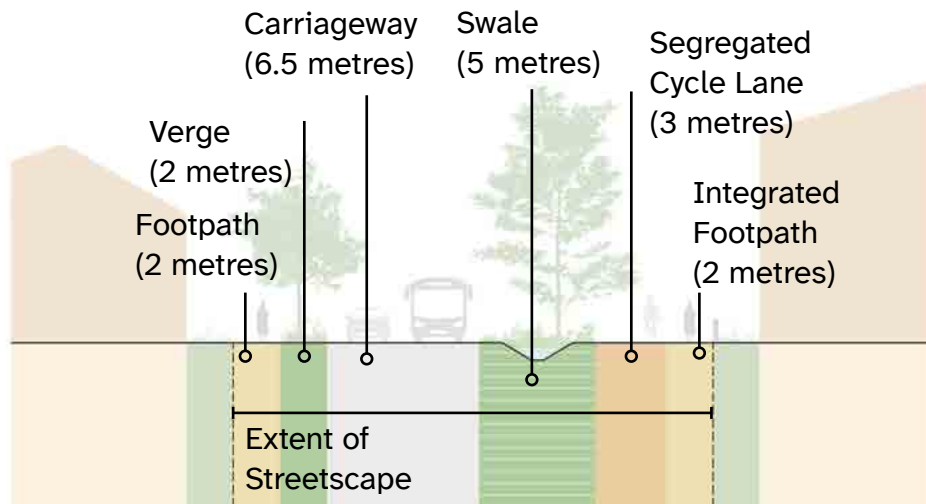


↑ Example of a secondary street with integrated planting inbetween parking bays

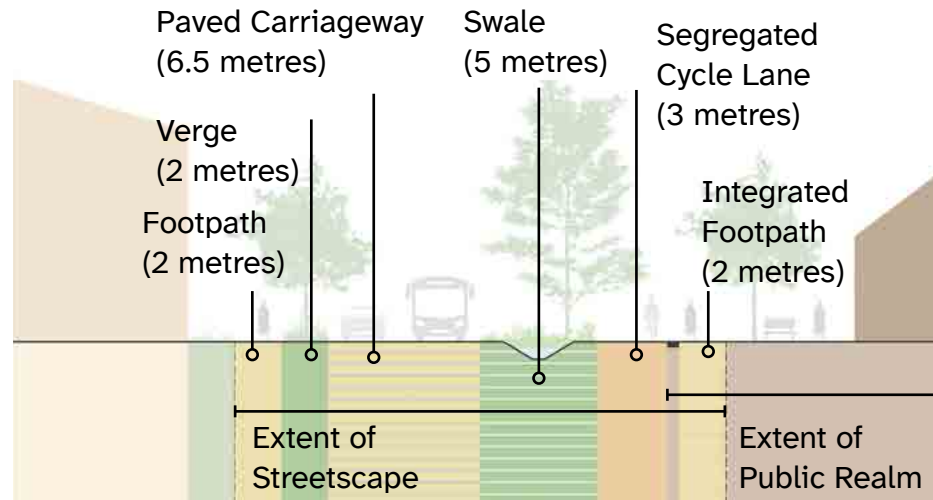


↑ Example of a shared surface tertiary street with landscaping

Primary Street

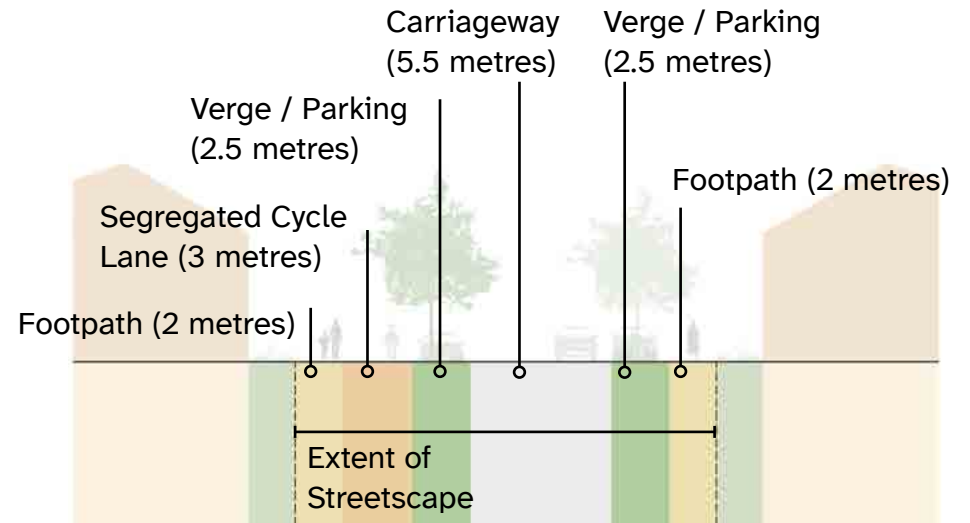


↑ Illustrative section of a primary street with residential development on either side

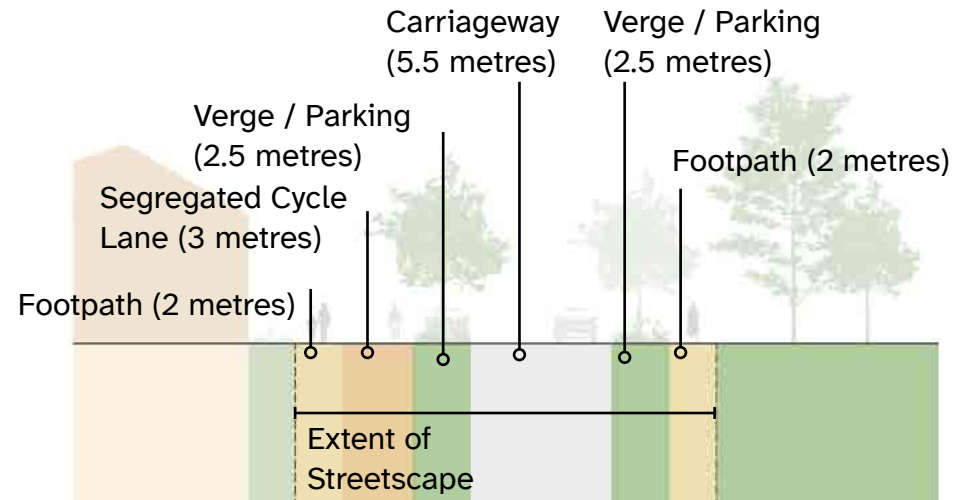


↑ Illustrative section of a primary street adjacent to a Mixed Use Community Hub

Secondary Street

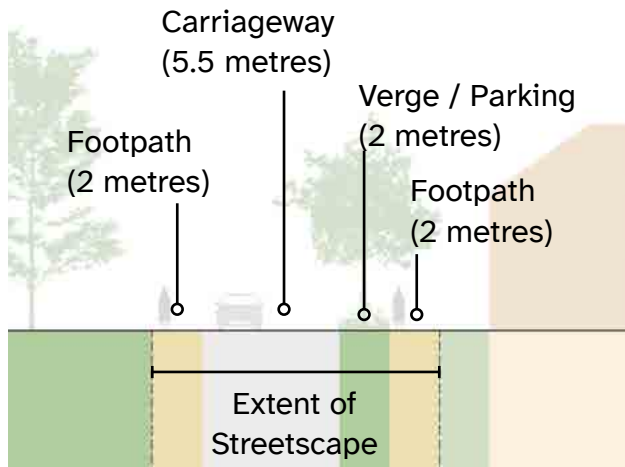


↑ Illustrative section of a secondary street with residential development on either side



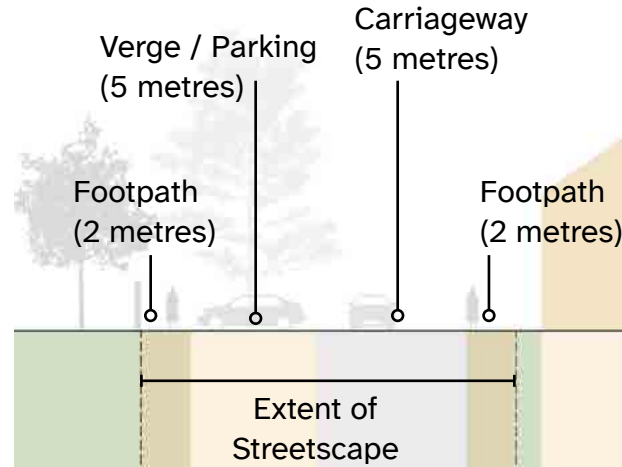
↑ Illustrative section of a secondary street with open space on one side

Tertiary Street



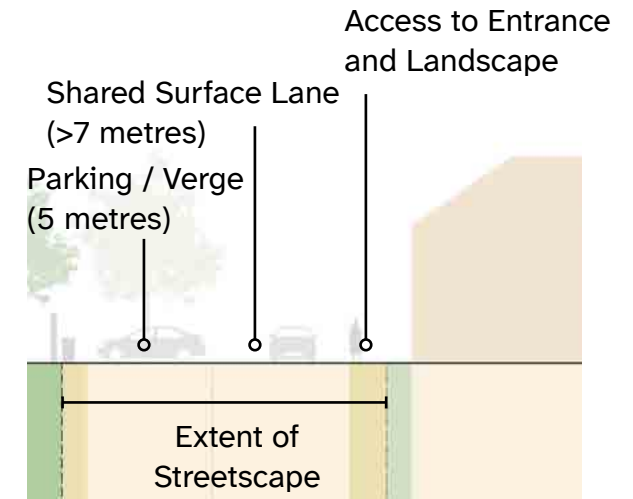
↑ Illustrative section of a tertiary street with open space on one side

Local Access Street

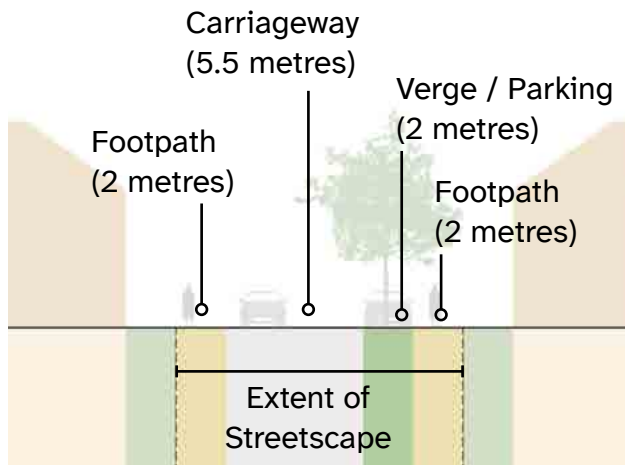


↑ Illustrative section of local access street fronted by homes on only one side

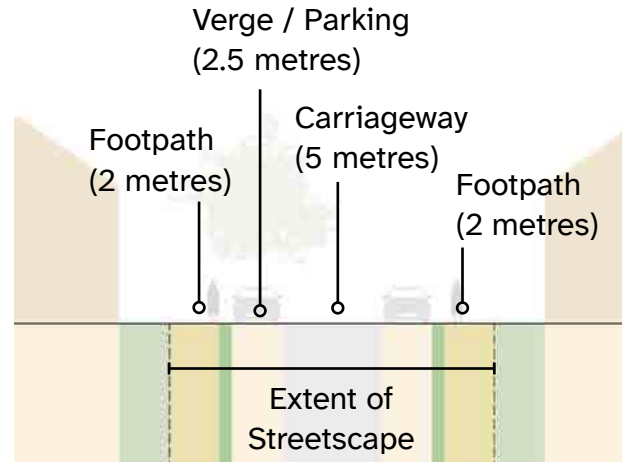
Shared Surface Lane / Edge Lane



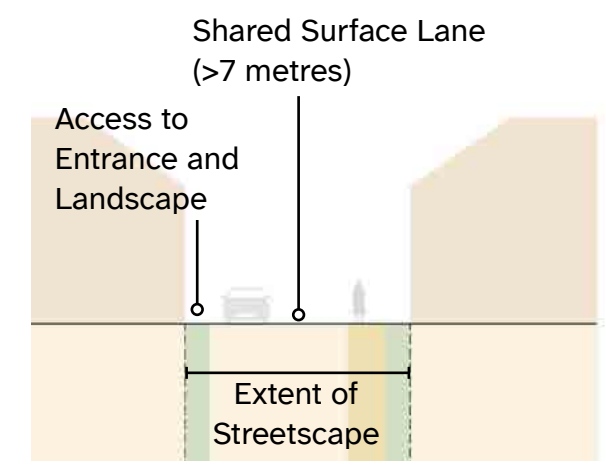
↑ Illustrative section of a edge lane with open space on one side



↑ Illustrative section of a tertiary street with development on both sides



↑ Illustrative section of local access street fronted by homes on both sides



↑ Illustrative section of a shared surface lane fronted by homes on both sides

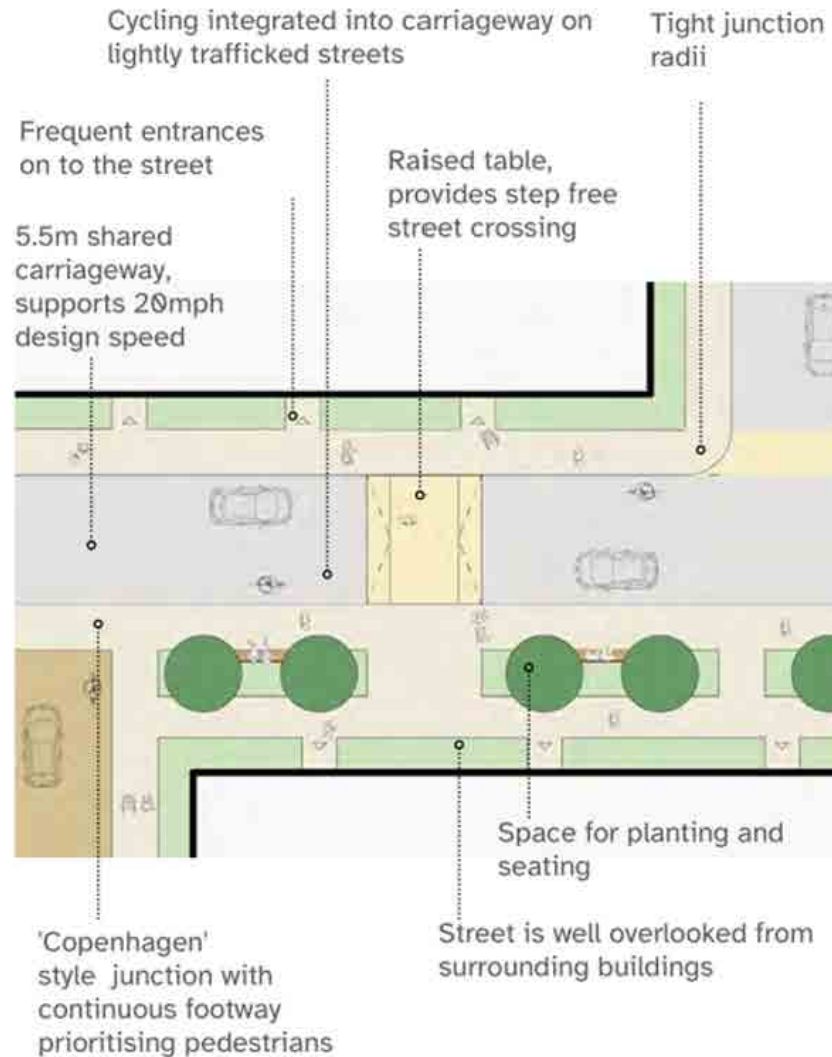
Junctions

What we want to see:

- Continuity of pedestrian and cycling routes should be firmly maintained at junctions with side streets and vehicle crossovers
- Cycling must be taken into account in the design of all new and improved streets and junctions. Junctions and crossings should enable cyclists to negotiate them in comfort with undue delay or deviation



↑ Example of a change in treatment at a junction



↑ Illustrative plan showing good street design which integrates a crossing and junction

Code M6: Electric Vehicle Charging and Parking

Outcome:

Exemplary quality of provision of parking for all modes of travel, part of a culture that generates mode shift to more sustainable ways of getting around.



↑ Example of parking with integrated planting to reduce its visual presence

What we want to see:

General

- Proposals must demonstrate how parking can be incorporated without having a detrimental effect on place making or the aspirations for encouraging other means of travel
- Innovative solutions to parking are encouraged and should be explored to provide incorporation of more strategic provision of parking through shared parking areas, car clubs and mobility hubs described in the Mobility Framework
- Strategic parking should be provided in a way that avoids expansive rear parking areas that compromise the clear perimeter block structure and definition of public and private space
- The provision of car barns is recommended and courtyard parking would be acceptable in principle subject to the proposed design and layout
- A combination of on and off plot parking is encouraged; and consideration should be given to the potential future use of

off plot parking spaces should demand diminish

- Futureproofing for off plot parking should include consideration of accessible EV charging and/or vehicle to grid should there be a robust use case
- Proposals should demonstrate how the dominance of cars in streets will be avoided

Parking

- Parking spaces must be well-integrated and considered alongside the overall design of an area, including planting, trees and quality of materials
- The provision of parking spaces for cars to be considered as appropriate for the development and justified as set out in the Neighbourhood Plan parking standards. This should consider parking for residents, visitors and within Community Hubs to provide access for local facilities and amenities
- Local standards should be adopted but lower standards are encouraged where appropriate and feasible, particularly in the higher density areas

- A parking analysis should be done to serve the needs of the development in terms of maintaining ease of movement and protecting the quality of the environment
- Parking spaces should be subservient to streets, open spaces and the public realm
- A strategy should be set out for future proofing land used for parking spaces to return it to amenity space as and when private car usage declines
- Provision should be made for car clubs; with shared spaces provided at Local Centres and commercial uses

EV Charging

- Electric charging points must be provided for all dwellings and at key locations within the public realm

On plot parking

- Car parking must be designed to reduce its visual presence; and should be located either to the side or rear of properties.
- Cycle parking storage and secure parking should be provided for bicycles (of various types and sizes) and scooters

for all residents in a location that makes access to and use of the bicycle easy (i.e. at the front of homes and not in sheds/ rear gardens)

What we don't want to see:

- Business as usual car parking solutions
- Parking solutions that promote the use of private vehicles over and above Active Travel or Public Transport use car use
- Poorly located or poorly designed car parking that dominates public spaces
- Car parking provided at the front of dwellings
- A parking strategy which impacts negatively on the surrounding settlements or environment



↑ Example of communal car parking with integrated tree planting and landscaping



↑ Example of on-plot car parking integrated through the use of a car port

4 Phasing, Delivery and Stewardship

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Introduction

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. The Strategic Design Code and the Phasing and Delivery Strategy must work together by setting performance criteria for placemaking.

The Phasing and Delivery Strategy

The Phasing and Delivery Strategy is a separate document and aims to establish a coherent strategy for new development to fit with the existing context and the emerging proposals for East Cullompton. The study sets out detailed requirements for development of the scale of East Cullompton and this Strategic Design Code has attempted to reinforce those requirements and place them within a placemaking context. The Strategic Design Code therefore sets out high-level principles, not a detailed delivery strategy.

The delivery of up to 5,000 homes at Culm Garden Village will likely take beyond 20 years to deliver and is highly dependent on the delivery of significant infrastructure that requires multi-agency and stakeholder support to deliver.

As and when proposals come forward, they must be supported by the required social, environmental, economic and transport infrastructure.

The land is in multiple ownerships with several developer teams bringing forward planning applications for the area. It is vital that those interests work together to ensure proposals form part of a coherent vision for the wider Garden Village.

Site Wide Phasing Priorities

The three villages of East Cullompton

East Cullompton is formed of three villages – Ford’s Moore, Moorhayes, and East Culme, these villages are important to East Cullompton’s character and layout. These villages allow for phasing that enables the

development of communities that grow gradually over time, with each village growing from its central Community Hub.

Mixed Use Walkable Communities

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

Open spaces, public space and Community Greens

Priority must also be given to the early establishment of high quality, pedestrian-priority, public spaces in and around these hubs including community greens. This will help reinforce the sense of place and form the focus of village life from the start of the development. Early delivery of strategic areas of open space with clear walking and cycling routes from areas of development is also a key priority.

Streets/Honiton Road

Avoiding car dominance is critical and central to this will be the early transformation of the A373 Honiton Road. Early phases of development will happen on both sides of Honiton Road and crossing it must be made safe and convenient for everyone. This includes possible narrowing of the carriageway, and measures to improve the quality of the route for all users including pedestrian and cycle crossings.

Active Travel / Shared Mobility

Early phases of development must make active travel, and shared transport links to existing workplaces and include connections into the allocated employment sites. Phasing should emphasise a linear east – west orientation of development to ensure priority is always given to ensuring connectivity to Cullompton and employment areas.

The early delivery of strategic active travel and Bus/Demand Responsive Transport connections between East Cullompton and Cullompton and beyond the boundaries

of the East Cullompton is a key priority. These may need to cross a number of land ownerships and across the physical barriers of the Culm, the M5 and the railway. The proposed new station will be a critical destination. The precise location of routes will be dependent upon the continuing work on improvements to Junction 28 and potential new links over the M5.

Simultaneous phases

Multiple, simultaneous phases may be appropriate where they can demonstrate compliance with the requirements above with development emanating from multiple centres.

Key locations for co-ordinated delivery

The places where this co-ordination and synchronisation between Strategic Design Code and Phasing and Delivery Strategy will be essential, include:

- The Mixed-Use Community Hubs – principally Fordmore Farm, but also the secondary hubs at Moorhayes, East Culme and Week Farm
- Honiton Road Corridor – along its entire length up to and including Jct 28 and the station
- The Primary School site
- Greenways and Blueways and the offsite active travel links to the proposed Country Park and south of the site down to the south of Stonyford
- The Commercial area between Stonyford and Aller Barton and its connection to Honiton Road
- Junction 28 solutions and the timing on delivery
- The delivery of Biodiversity Net Gain
- Sports Pitch provision

Code D1: Phasing

Outcome:

Phasing to come forward in accordance with the Phasing and Delivery Strategy (Policy CU12), in a phased, sequential way to enable sustainable growth.

What we want to see:

- 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 this Strategic Design Code
- Proposals should demonstrate how land can be used to deliver the strategic aims of the Garden Village

What we don't want to see:

- Proposed development without prior delivery of active travel connections to the train station and school

Code D2: Stewardship

Outcome:

Infrastructure that is well looked after in a sustainable way with community stewardship of key assets.

What we want to see:

- Local people must be put at the heart of the stewardship of the Garden Village through appropriate bodies such as the Town and Parish Councils and/or a dedicated stewardship delivery organisation
- Clear statements must be set out within planning applications setting out the long-term sustainable governance and stewardship of community assets
- Long-term management plans must be approved prior to any occupation of new homes
- Open space, play and sports assets must be the responsibility of recognised and representative community bodies already established or newly set-up prior to the commencement of any development
- Clear strategies must be developed for the ownership, management and maintenance of every community asset
- Engagement must be undertaken with Mid Devon District Council, the Parish and Town Councils on the need, long-term management and location of any community facilities
- Engagement must take place with relevant bodies such as the Town and Parish Councils, Wildlife Trusts and the Council prior to any planning application to establish the stewardship strategy for a site

What we don't want to see:

- Infrastructure proposed without clear commitment from relevant organisations to manage and care for it in perpetuity
- One-off financial contributions for maintenance without a clear plan for long-term sustainable ownership and management

Appendix A: Design Code Checklist

Appendix A summarises the key Design Code requirements that must be addressed in the preparation of Outline and Reserved Matters Planning Applications.

Compliance with the Code at the Outline and Reserved Matters stage must be demonstrated through the submission of a Design Code Compliance Checklist. The headings listed opposite must be used as a checklist when demonstrating compliance with the design codes

Where a full or partial departure from the set out codes is considered justified, early engagement with the Planning Authority is encouraged. Any such non-compliance will be subject to the agreement of the Local Authority.

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