

LIGHTWOOD IS PLEASED TO SHARE ITS EMERGING OUTLINE
PLANNING APPLICATION PROPOSALS FOR WEEK FARM AND
MOORHAYES FARM AT EAST CULLOMPTON

The project is supported by the locally prepared Neighbourhood Plan for Cullompton and will support the delivery of the Town Centre Relief Road, the reopening of the railway station and major improvements to capacity at Junction 28 of the M5.

To advance the delivery of the current allocation, the Council adopted its Supplementary Planning Document (SPD) in April 2023 with a vision focused on Planet, People and Place. Lightwood (and others) are now advancing our proposals in response to this. As work is progressing on advancing planning applications, Mid Devon District Council is also progressing a 'Strategic Design Code' and 'Phasing and Delivery Strategy' to further inform how development is delivered at the allocation.

This map illustrates the Cullompton area and its surroundings, highlighting various planning allocations and the proposed Lightwood Site. The map includes the following features:

- Lightwood Site:** A central site outlined in red, containing a circular logo with a stylized tree and the text "Lightwood Site".
- North-West Cullompton Allocation Boundary:** A hatched area to the north-west of the town center.
- Town Centre:** A dark grey area representing the central part of Cullompton.
- East Cullompton Allocation:** A light blue area to the east of the town center.
- Danescroft Application - Under Consideration:** A blue hatched area to the south-east of the town center.
- Culm Garden Village - Indicative Extent:** A large green area to the north-east of the town center.
- Cricket Club Permission:** A small area to the north-east of the Culm Garden Village.
- Stoneyford:** A grey area to the south of the town center.
- Kingsmill Industrial Estate:** A grey area to the north-east of the town center.
- Other locations:** Taunton, Exeter, Colebrook, and Aller are also labeled.
- Infrastructure:** The M5 motorway and the Railway Line are shown.
- Roads:** B3163, B3162, B3161, Tiverton Road, and Exeter Road are labeled.
- Other features:** Little Toms, Culmpton Hill, and Exeter are also labeled.

Lightwood is a land promoter operating in the south of England. Working with our landowners, designers and technical team, we present potential development land and masterplanning options to local authorities when Local Plans are being reviewed. If the land is allocated for development, we submit an outline planning application. Once approved the land is sold to a house builder and they proceed with the more detailed phases of design, planning and delivery, led by the parameters that we, and the local authority, have put in place.



LIGHTWOOD

SITE LOCATION

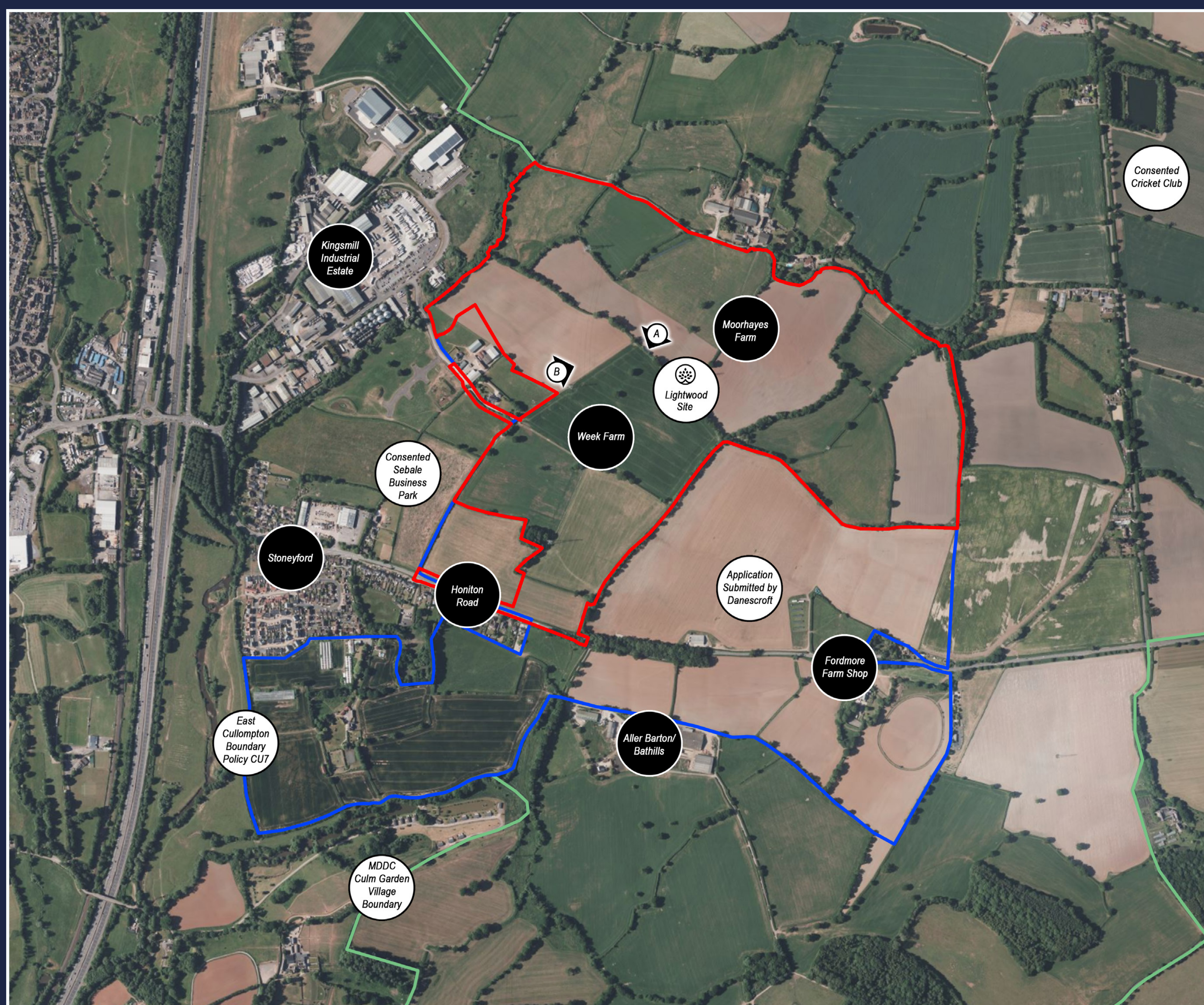
THE SITE AT WEEK FARM, MOORHAYES FARM, AND THE ACCESS LAND NORTH OF HONITON ROAD COVERS AROUND 70HA WHICH IS JUST UNDER HALF (45%) OF THE TOTAL ALLOCATION

Lightwood has been involved with the East Cullompton allocation for over 10 years. We have established relationships with many stakeholders that have helped to shape the policy context and are now seeking to deliver on the Planet, People and Place vision set by the East Cullompton Masterplan SPD.

Our proposed application area within the East Cullompton site is located to the west and north of the land controlled by Danescroft and Whittington Investments Ltd at Newlands Farm. An outline application was submitted at Newlands Farm in Autumn 2023 and is being determined. The two proposals need to be understood as complementary parts of an overall strategy in conjunction with the land at Stoneyford.

In shaping proposals for the site, Lightwood appointed a design team across many disciplines (drainage, trees, flood risk, heritage, ecology, landscape, and transport). They have conducted a range of detailed technical surveys to inform a comprehensive understanding of the site in order to advance the response to the East Cullompton Masterplan SPD. Our masterplanning team have been led by the SPD but have also been looking to further develop its ideas.

It will be evident from the plan below that our proposed application area does not include all of the field immediately north of Honiton Road. The application area includes land that it needs for access. The remaining land is allocated (and identified within the SPD for commercial uses) and the landowner will bring forward his proposals in due course. Also beyond our red line, we understand that the land south of Honiton Road and Stoneyford is also being designed in more detail, with a small application for 36 homes already submitted.



WEEK FARM LOOKING FROM ITS BOUNDARY WITH MOORHAYES FARM



LOOKING TO MOORHAYES FARM FROM THE NW PART OF WEEK FARM



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3 MASTERPLAN SPD DESIGN PRINCIPLES

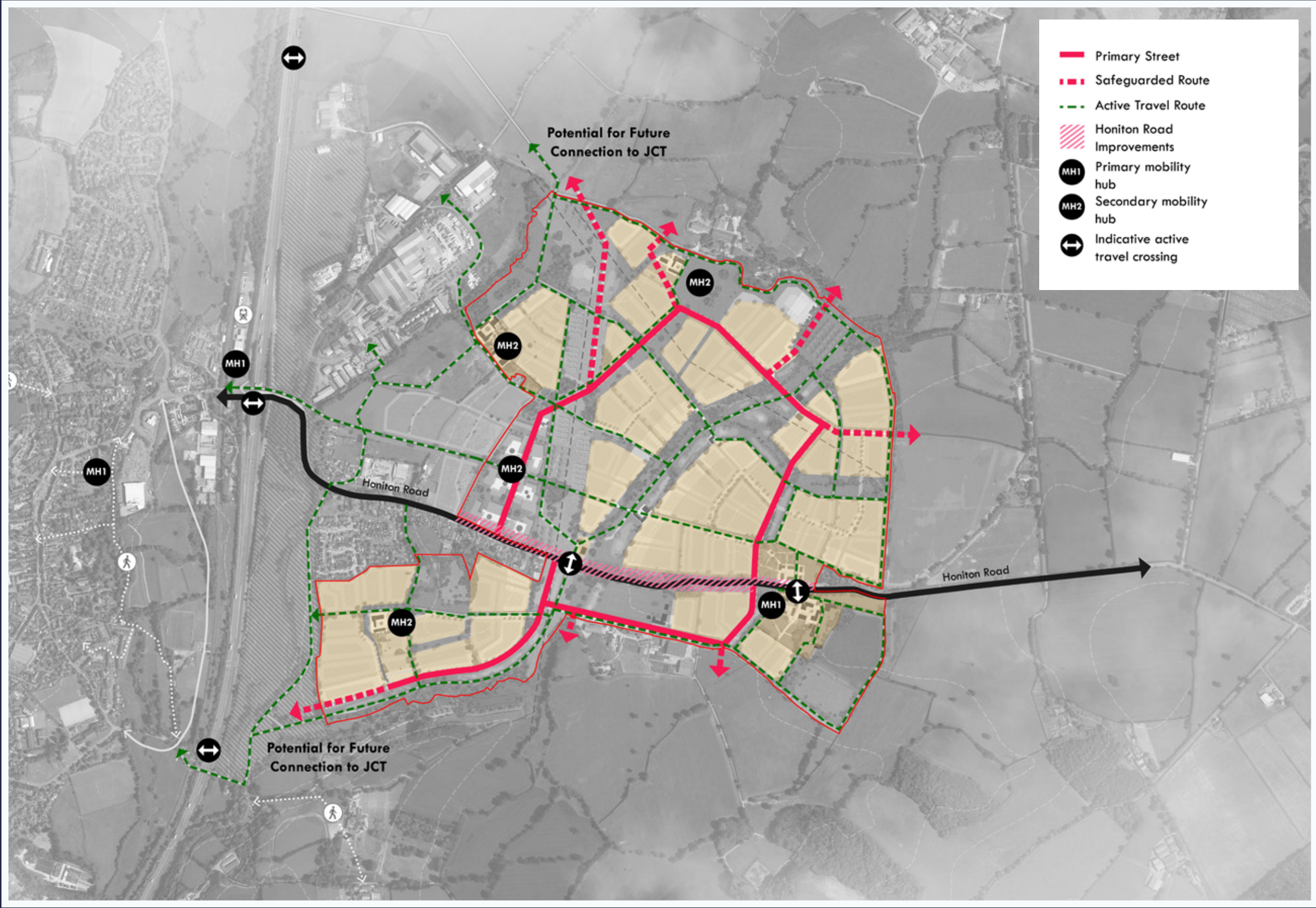
THE COUNCIL’S MASTERPLANNING APPROACH TO EAST CULLOMPTON ESTABLISHES PEOPLE, PLACE AND PLANET AS THE KEY STRATEGIC DESIGN PRINCIPLE

The illustrative strategic Masterplan of the SPD is shown below. Four strategy plans, covering ‘Activity, Landscape, Mobility and Placemaking’ help to explain the SPD’s overall approach. As a strategic masterplan, the SPD forms Lightwood’s starting point for preparing an outline planning application. In many respects, Lightwood’s plans are aligned with the SPD, but some variations are proposed which we consider to be a justified evolution of the SPD. These will need to be assessed by the Council when our application is submitted.

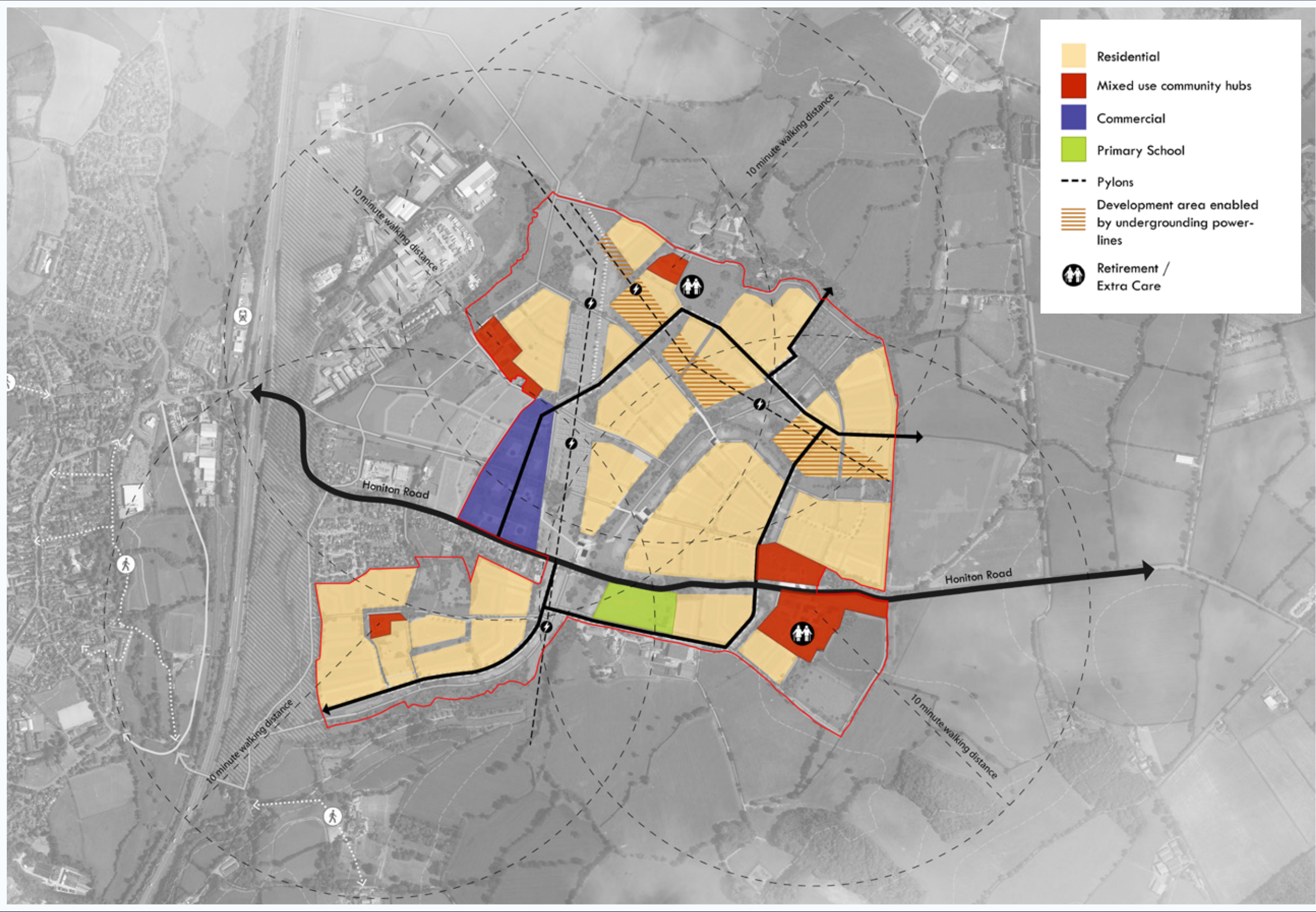
SPD ILLUSTRATIVE MASTERPLAN



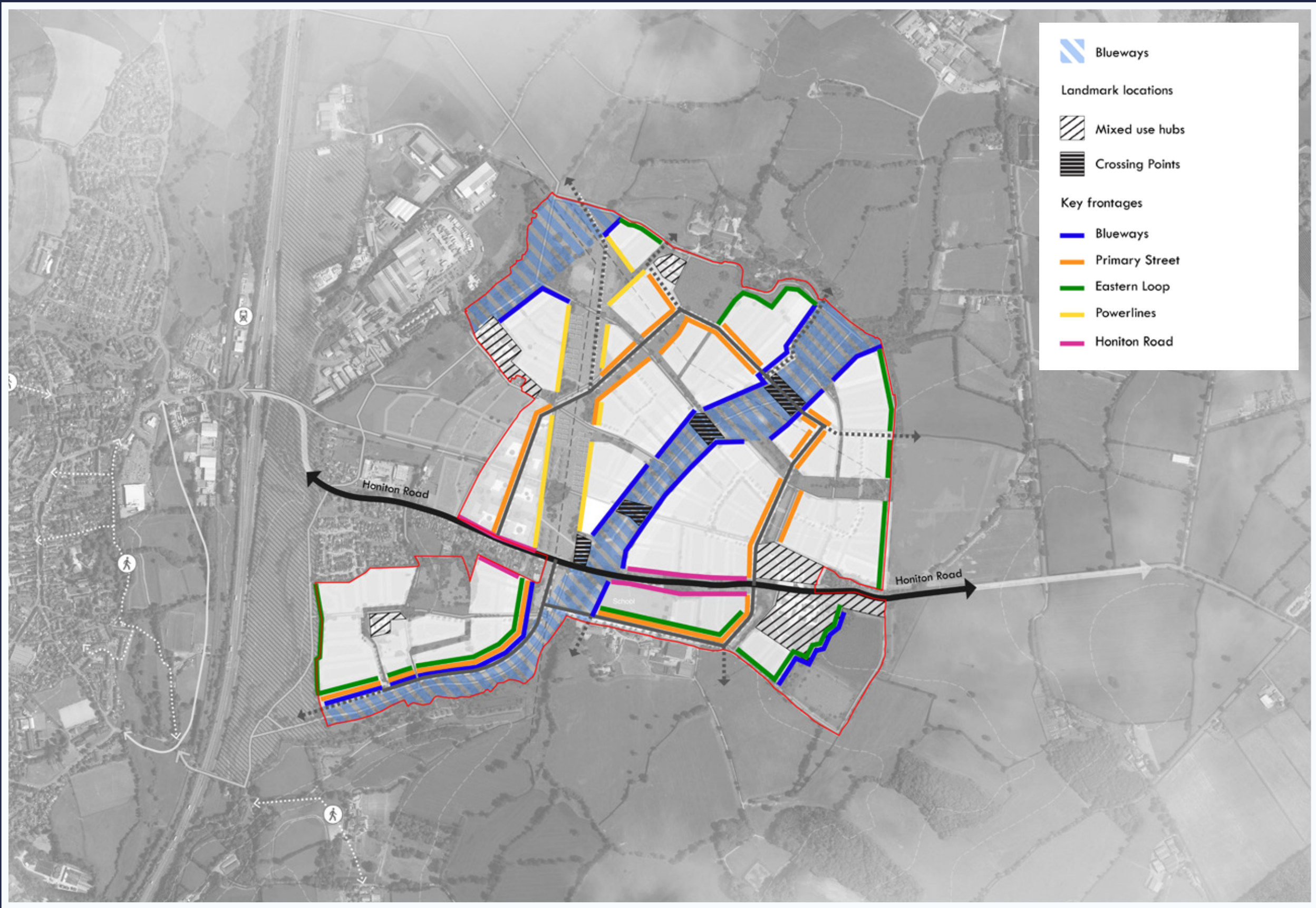
MOBILITY FRAMEWORK PLAN



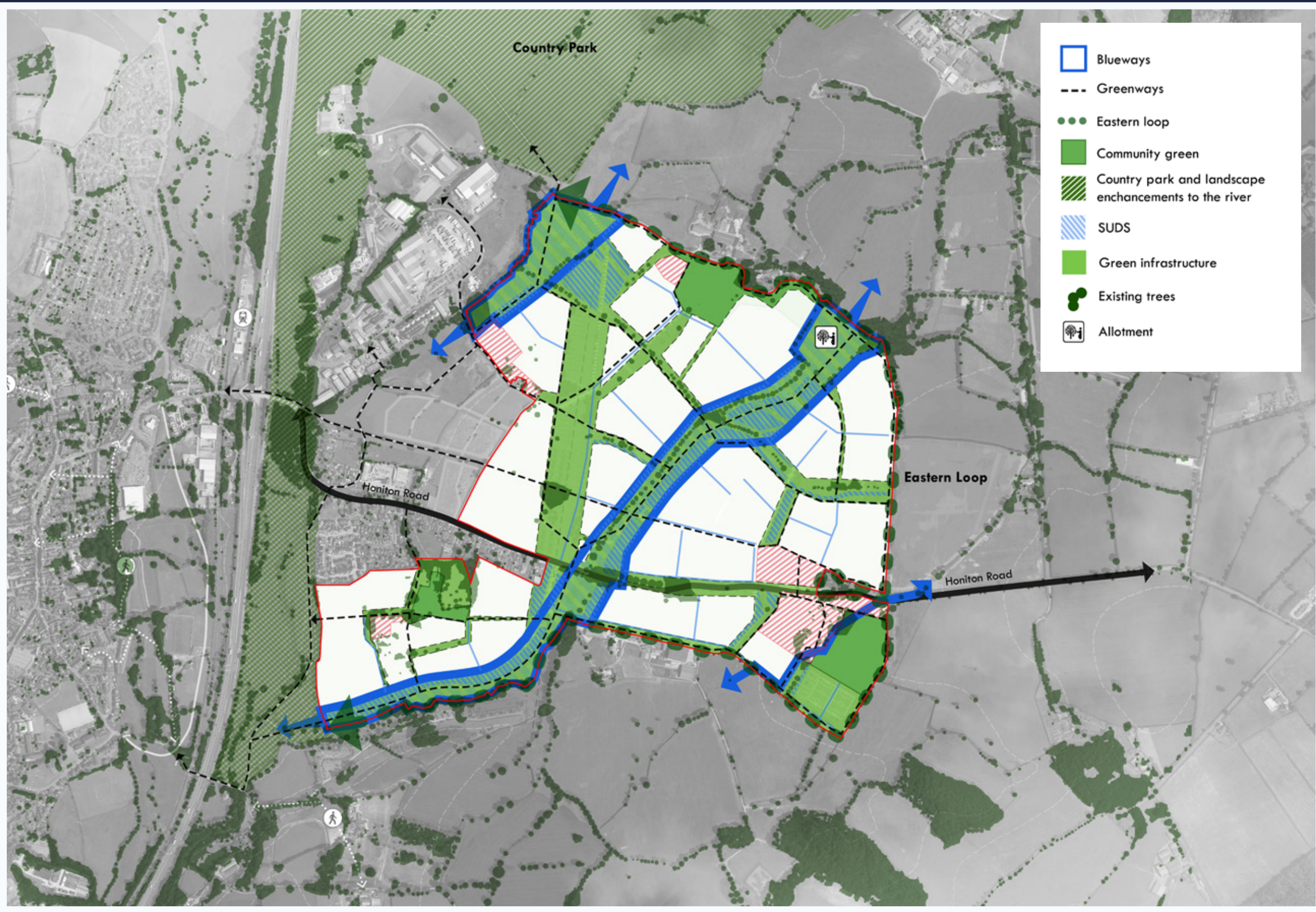
ACTIVITY PLAN



PLACEMAKING FRAMEWORK PLAN



LANDSCAPE FRAMEWORK PLAN



The boards that follow set out Lightwood’s understanding of the site and the proposals. You are invited to compare these with the SPD’s Plans

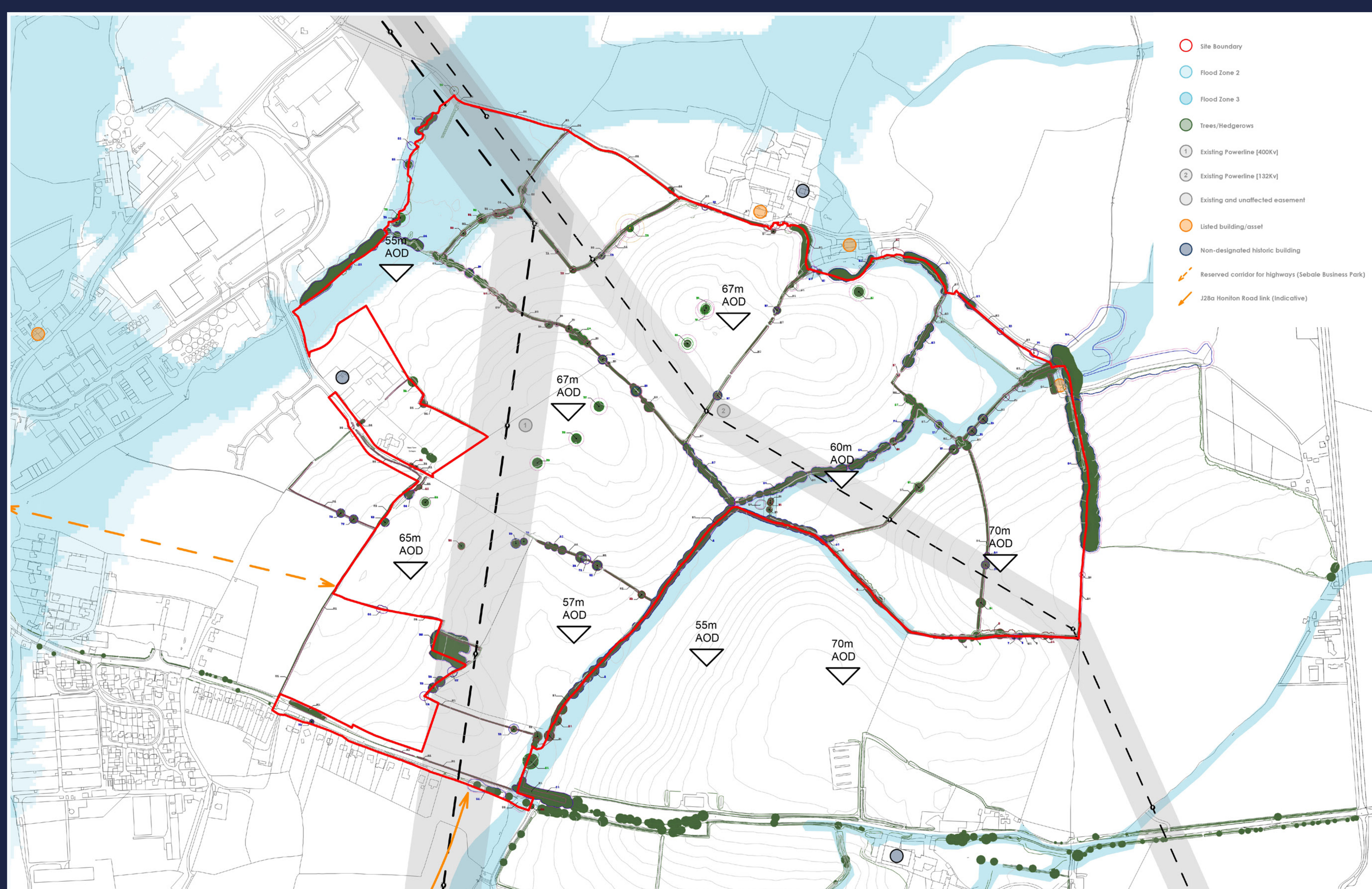


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4 OUR UNDERSTANDING OF THE SITE

SURVEYS AND ANALYSIS UNDERTAKEN TO GUIDE OUR PROPOSALS LARGELY VERIFY THE CONSTRAINTS AND OPPORTUNITIES IDENTIFIED IN THE EAST CULLOMPTON MASTERPLAN SPD

Mapping the site and its environs sets up a scheme which works with the terrain and local character to deliver a new community, whilst protecting and enhancing important features and creating future green spaces.



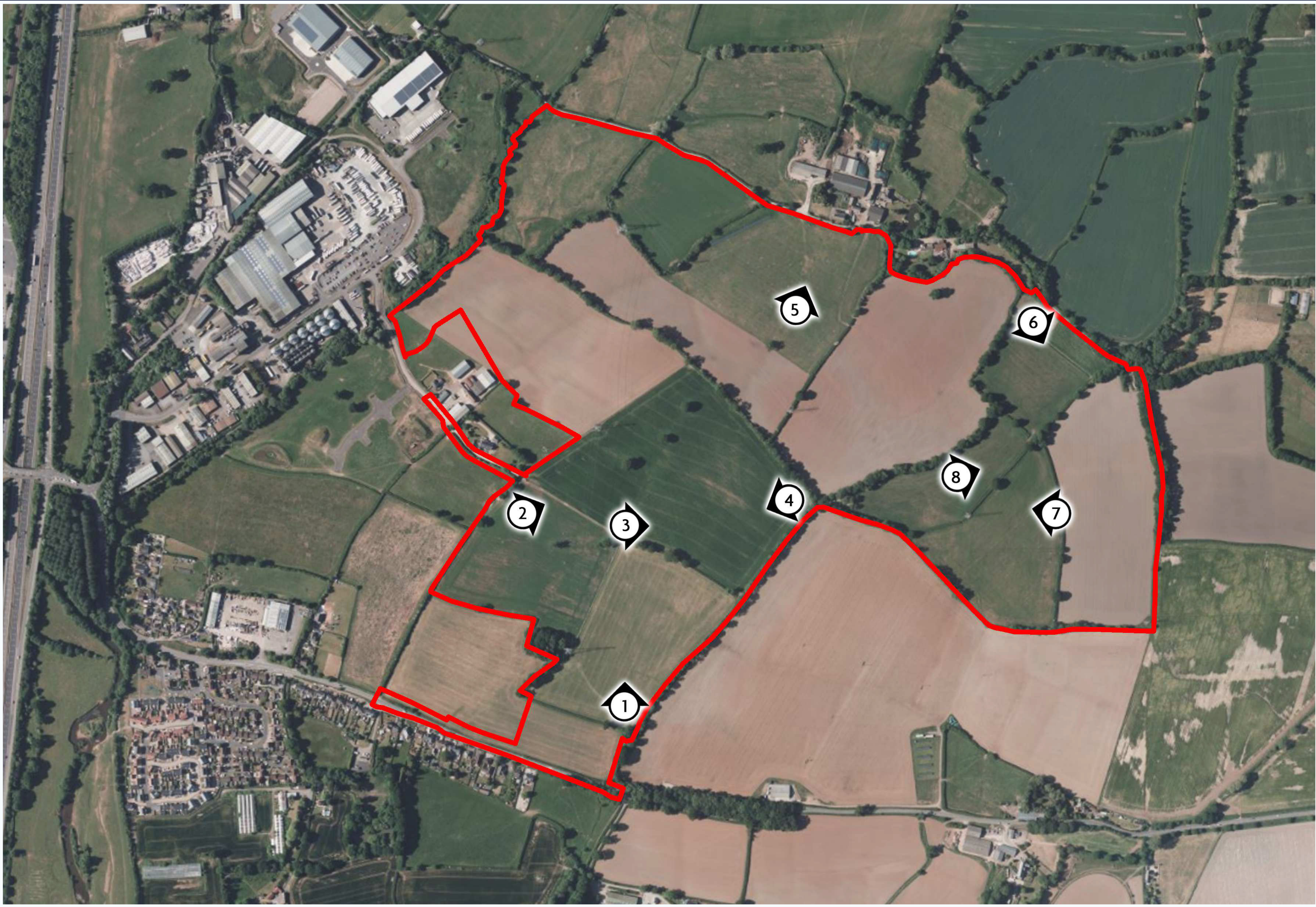
The key contextual issues are considered to be:

- Grade II listed buildings to the north of the site at Higher Moorhayes Farmhouse and Lower Moorhayes.
- Gently rolling terrain with a local ridgeline running between the boundary with Sebale Business Park and Higher Moorhayes Farmhouse. From this subtle ridgeline, the land falls westwards towards the River Ken or eastwards towards the central watercourse of East Cullompton. East of this watercourse is the Newlands Farm application site. Further north, the central watercourse divides Moorhayes Farm. Initially the land to the east of it is very flat but it soon rises again towards Horn Road.
- Flood risk in the north western part of the site is associated with the River Ken, and a more limited area of consideration associated with the central watercourse.
- A network of hedgerows, some with trees, and those dividing farms are generally more significant. A very thick hedgerow belt forms part of the north eastern boundary. There are several mature field trees (oaks) with one veteran oak in a hedgerow to the south west of Higher Moorhayes Farmhouse. The tree survey also identifies several instances of ash dieback.
- Grassland and arable land with a relatively low habitat value, thus offering significant scope for biodiversity net gain enhancement, e.g. near to the River Ken.
- The general absence of public rights of way, such that the site is a 'private' and in some respects hidden agricultural landscape.
- 400kv and 132kv transmission lines and their effect on suitable land uses but with the potential for the 132kv lines to be diverted.
- Proximity to the Kingsmill Industrial Estate, Saunders Way, Sebale Business Park, existing mixed residential and commercial activity at Week Farm, and the commercial focus identified by the SPD for land north of Honiton Road.
- Danescroft's live application to the east, the proposed primary school location, main Community hub, and proposed point of connection to Lightwood's application area.
- The preferred location of Junction 28 improvements, and the associated proposed Honiton Road link. Off-site issues in respect of strategic transport capacity (Town Centre Relief Road and J28) to be resolved, but also the opportunity to connect to a re-established rail service. A reserved highway land corridor through Sebale Business Park between the site and the elbow of Honiton Road, near to the Kingsmill Road junction.



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5 OUR UNDERSTANDING OF THE SITE



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6 EMERGING PROPOSALS

LIGHTWOOD’S PROPOSALS FOR EAST CULLOMPTON INCLUDE 1,150 HOMES, A NEIGHBOURHOOD CENTRE, SPACE FOR BUSINESS AND AN EXPANSIVE SERIES OF GREEN SPACES

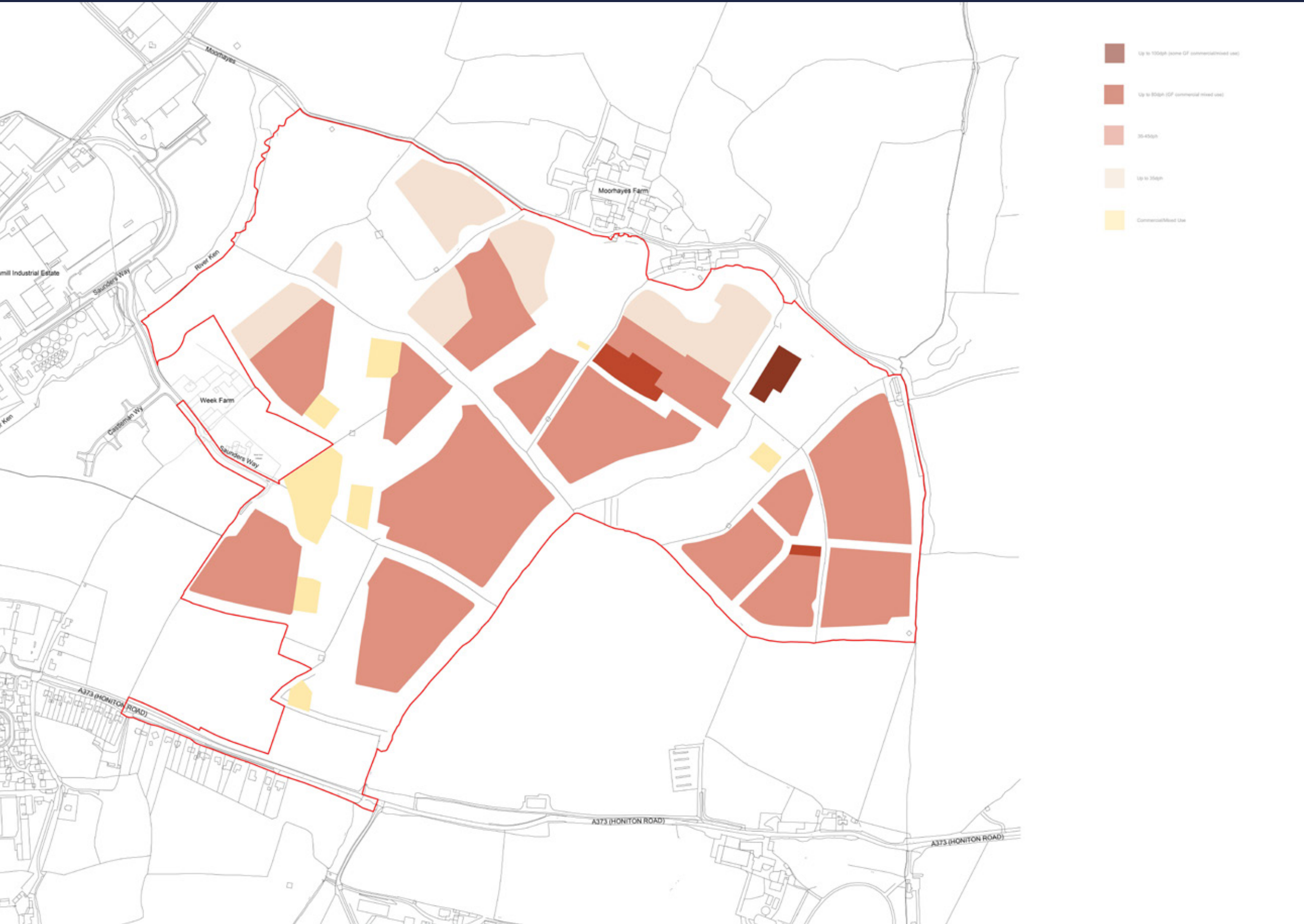
Our application will be for ‘Outline Planning Permission’ with additional detail for the principal junction. Parameter plans will establish land use areas (built and open space), the quantum of development, key access and movement connections, building heights and density. The headlines regarding the location and nature of proposed land uses are:

- 31ha of land for housing, at mainly 2-3 storeys, delivering 1,150 homes, at an overall average net density of 37 dwellings per hectare.
- The underground diversion of a section of the 132kv transmission lines (along the southern boundary of Moorhayes Farm).
- The use of land either side of the 400kv transmission lines for around 2ha of commercial land, open space and other infrastructure to create a landscaped ‘small footprint’ rural employment offer to complement larger format employment uses in the area.
- 45% green space performing a variety of roles (see Green Infrastructure - Board 8) including a Community Green south of Higher Moorhayes Farmhouse.
- Space for a neighbourhood centre, close to the Community Green, a parade of shops at an important internal junction and a further mixed use leisure/neighbourhood building where the main street crosses the Blueway.
- A high-quality landmark, mixed use, 4-storey building in the north-east of the site reflecting similar landmark mill buildings in the wider area, and acting as a transitional marker to the wider Culm Garden Village.
- A principal access formed by a roundabout and primary street generating a loop with Newlands Farm, and the safeguarding of the primary route to the edge of the site.
- A vehicular link to Kingsmill Industrial Estate.

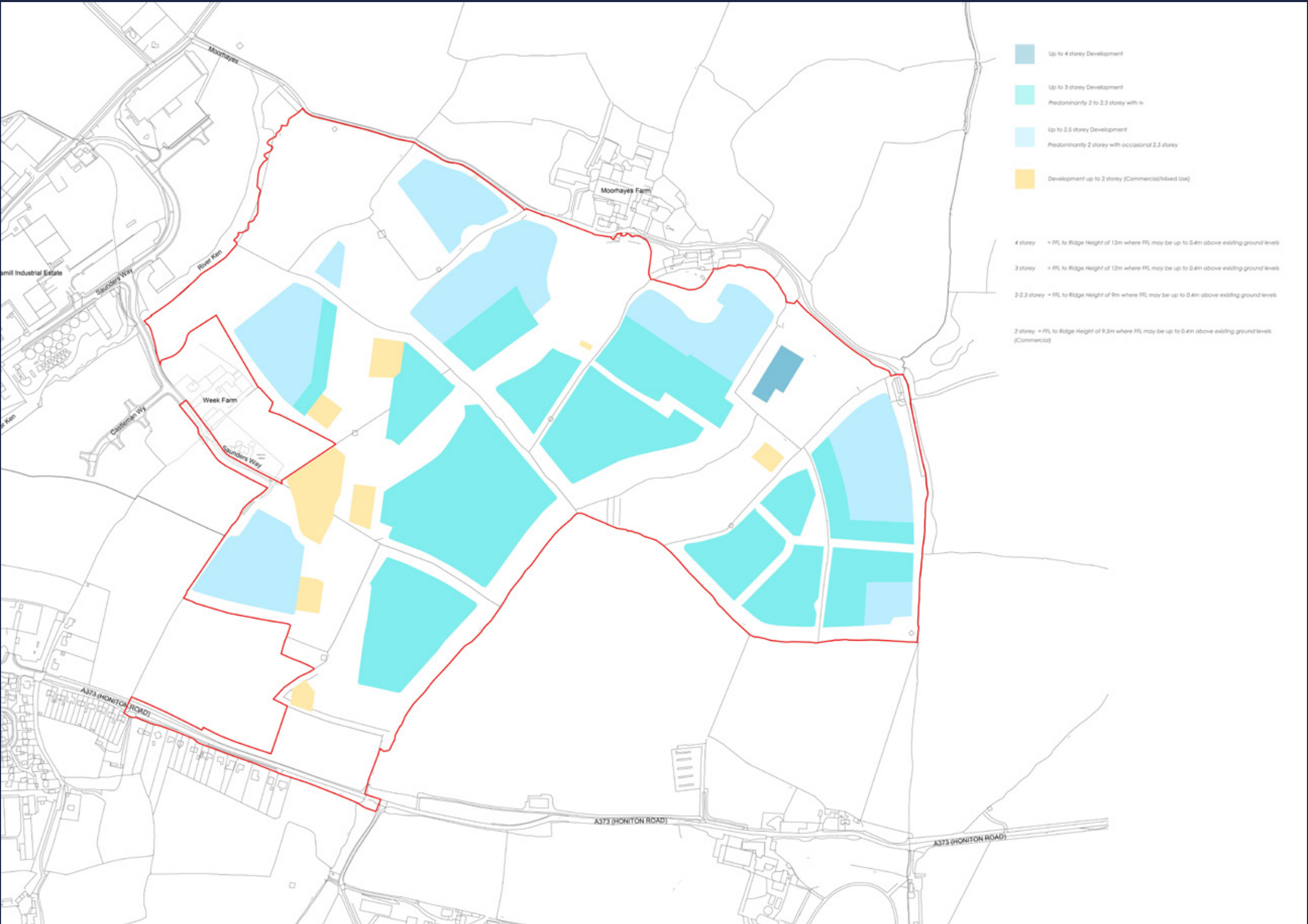
COMPOSITE PLAN (LAND USE, ACCESS & MOVEMENT)



DENSITY PLAN



BUILDING HEIGHTS PLAN



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7 ILLUSTRATIVE MASTERPLAN

AN ILLUSTRATIVE MASTERPLAN SETS OUT HOW THE KEY PARAMETERS CAN BE DEPLOYED BY THE FORTHCOMING STRATEGIC DESIGN CODE, AND THEN BY HOUSEBUILDERS TO GENERATE A STREET NETWORK AND BLOCK PLAN TO HOST ON-PLOT DEVELOPMENT

The illustrative masterplan is presented below, alongside an illustration of the key features of the planning application on Newlands Farm.



The key 'built' features of the illustrative masterplan are:

Housing

- Distinct but well connected neighbourhood areas for the phased implementation of 1,150 homes, aided by an undergrounded diversion of the 132kv power lines.
- An early focus for self-build opportunities in the south western part of the site, close to rural employment clusters.

Neighbourhood Uses

- A characterful, well located and connected northern neighbourhood centre to introduce a focal area for community, retail and services to serve this part of the allocation in keeping with the four-hub strategy of the East Cullompton Masterplan.

Commercial Uses

- Courtyard, smaller footprint (non 'shed') commercial use capable of delivering at least 8,000m² of space (if all single storey) and up to 16,000m² of space (all two-storey).
- A 4-storey, mixed use, mill-type landmark building at the top of the Blueway and on the primary street spur leading to the wider Culm Garden Village. Part of the ground floor could provide eateries or workspace next to the watercourse or primary street.
- A flexible commercial building south of the mill building also sitting alongside the Blueway that could be anything from a public house to shared workspace.

Links to the School, Main Community Hub and Commercial Core

- Co-ordination with the live planning application proposals to the East at Newlands Farm for a coherent overall design response to the East Cullompton allocation.
- Proximity to the Honiton Road frontage which is earmarked in the SPD as the focus for commercial uses, and links to Sebale Business Park.



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THE LANDSCAPE INCLUDES SIGNIFICANT GREEN SPACES FOR PEOPLE TO ENJOY, TO FOSTER HEALTHY LIVING & MENTAL WELLBEING, AND TO RETAIN AND ENHANCE LANDSCAPE FEATURES AND ECOLOGICAL VALUE

Overview

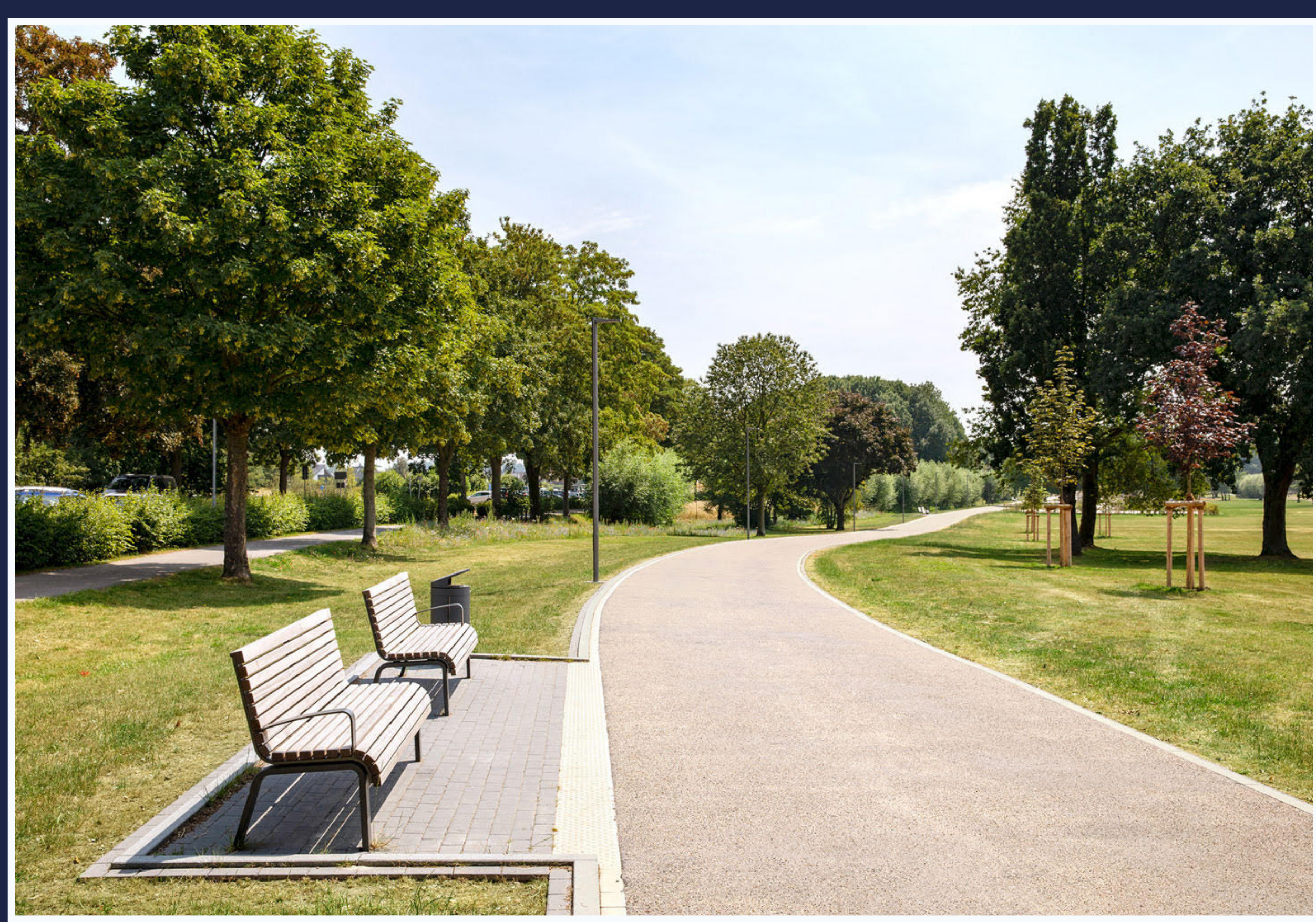
- 50% of the site area will play an open space and green infrastructure role and our plans incorporate the Blueways and Greenways proposed in the masterplan SPD (see Board 3).
- Additional land will be provided off-site for formal playing pitches, with developers and the Council in discussion with stakeholders over a consolidated sports hub strategy to the east. This will be subject to separate consultation and another planning application. Cullompton Cricket Club has permission to move to Horn Road as part of the delivery of the Town Centre Relief Road.

On-site Formal Open Space

- A 2ha Community Green is proposed to the south of Higher Moorhayes Farm and it will provide a destination play area, with scope for an associated café and general use, informal 'kick-about' and events area.
- The Community Green links with formal open space to the south of Lower Moorhayes Farm before connecting to the proposed mixed-use building and a pleasant open watercourse that runs east-west across the Blueway.
- A village green is proposed on the eastern side of Moorhayes Farm at an important junction. It will face onto a small parade of shops. Further west is a secondary play area proposed within the Blueway.
- The primary street will be lined with trees and there will be tree planting on secondary streets.
- Two allotment locations serve residents on different parts of the site (one on Week Farm and another on Moorhayes Farm).

Informal Open Space and Biodiversity

- The north west part of the site towards the River Ken forms a key area for nature conservation and could form a transitional area to a country park under the wider Culm Garden Village concept. This area can be enhanced as flood plain grazing marsh.
- Characterful field trees are retained between the Week Farm Cottages and Higher Moorhayes Farm alongside most of the existing landscape structure, allowing for the need to generate travel connections through hedgerows.
- A sustainable urban drainage system (SUDS) manages run-off before it discharges into watercourses. This includes strategic features such as a natural 'wetland' on the central Blueway. The proposals allow space for 'on block' and 'on street' measures such as rain gardens and filter drains.
- A green gateway area will be in place for the first 200m north from the access off Honiton Road and a balanced green space and development role has been devised around the 400kv transmission lines.
- Grassland habitats, supported by additional tree planting, will help to provide a biodiversity net gain.



Formal park with active travel (e.g. near to line of field trees)



Wildflower SUDS with active travel



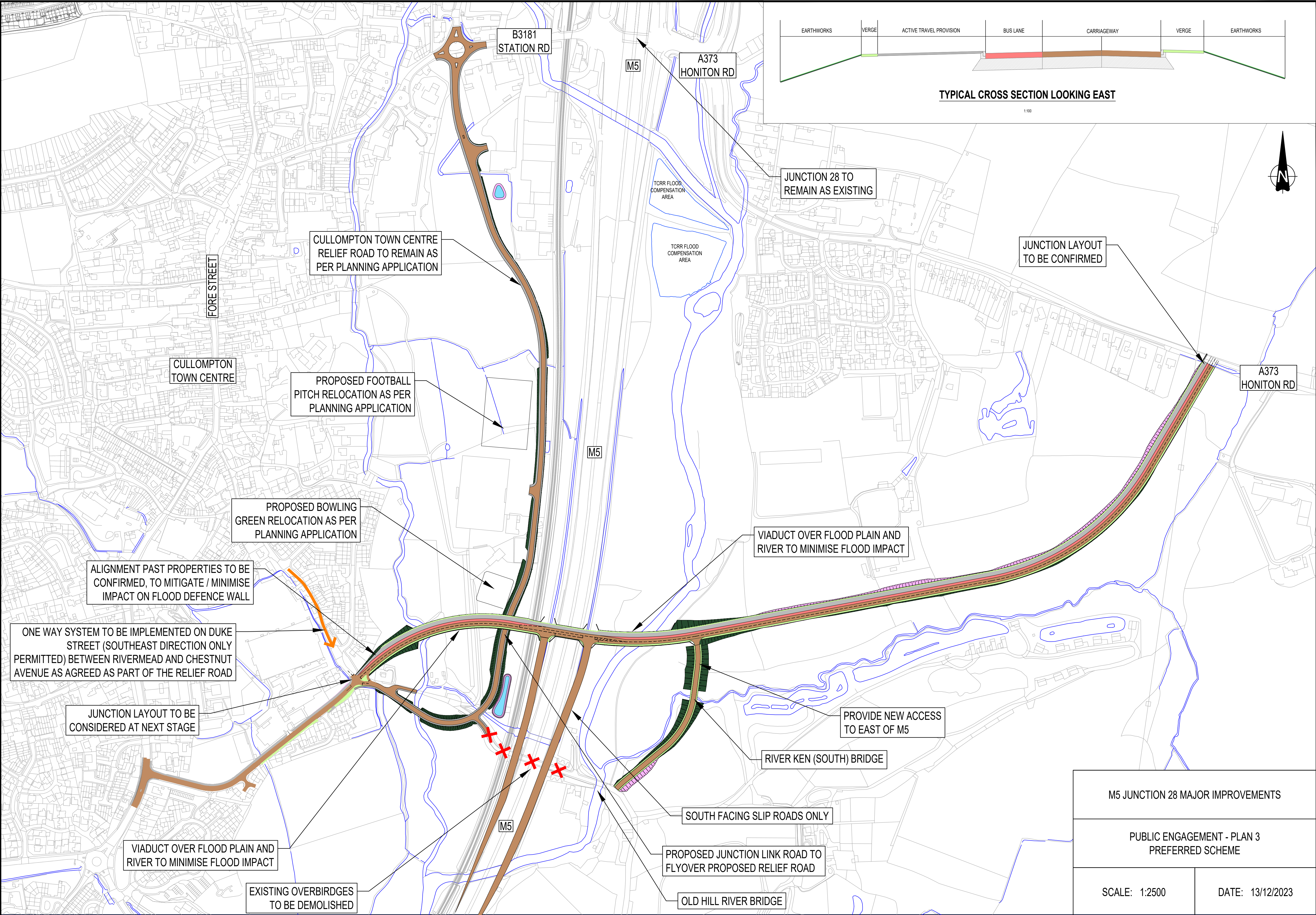
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9 WIDER TRANSPORT PLANNING CONTEXT

EAST CULLOMPTON AND OUR PROPOSALS WITHIN IT FORM PART OF A COMPREHENSIVE DEVELOPMENT AND INFRASTRUCTURE STRATEGY FOR CULLOMPTON AS A WHOLE

Wider Context

- Development at East Cullompton is linked to the delivery of major new transport infrastructure, including the Town Centre Relief Road, a new Junction 28a of the M5 to improve junction capacity by splitting southbound and northbound traffic linked by the new relief road, and the re-establishment of a rail service.
- The Town Centre Relief Road has planning permission and the Council is working with Homes England on funding. Earlier this year, following consultation, Devon County Council confirmed its preferred strategy for increasing capacity at Junction 28 and a Strategic Outline Business Case will be assessed by the Department for Transport. In October 2023, the government announced funding-in-principle to restore railway services. The submission of our planning application will support all these processes.
- The totality of the East Cullompton project including routes through the land to the south of Stoneyford will include a new multi-purpose crossing using the existing Duke Street/Old Hill road bridge and linked measures to make the existing M5 Junction 28 overbridge more pedestrian and cycle friendly providing enhanced active travel connections to join up the existing and new parts of Cullompton.



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10 ON-SITE MOBILITY STRATEGY

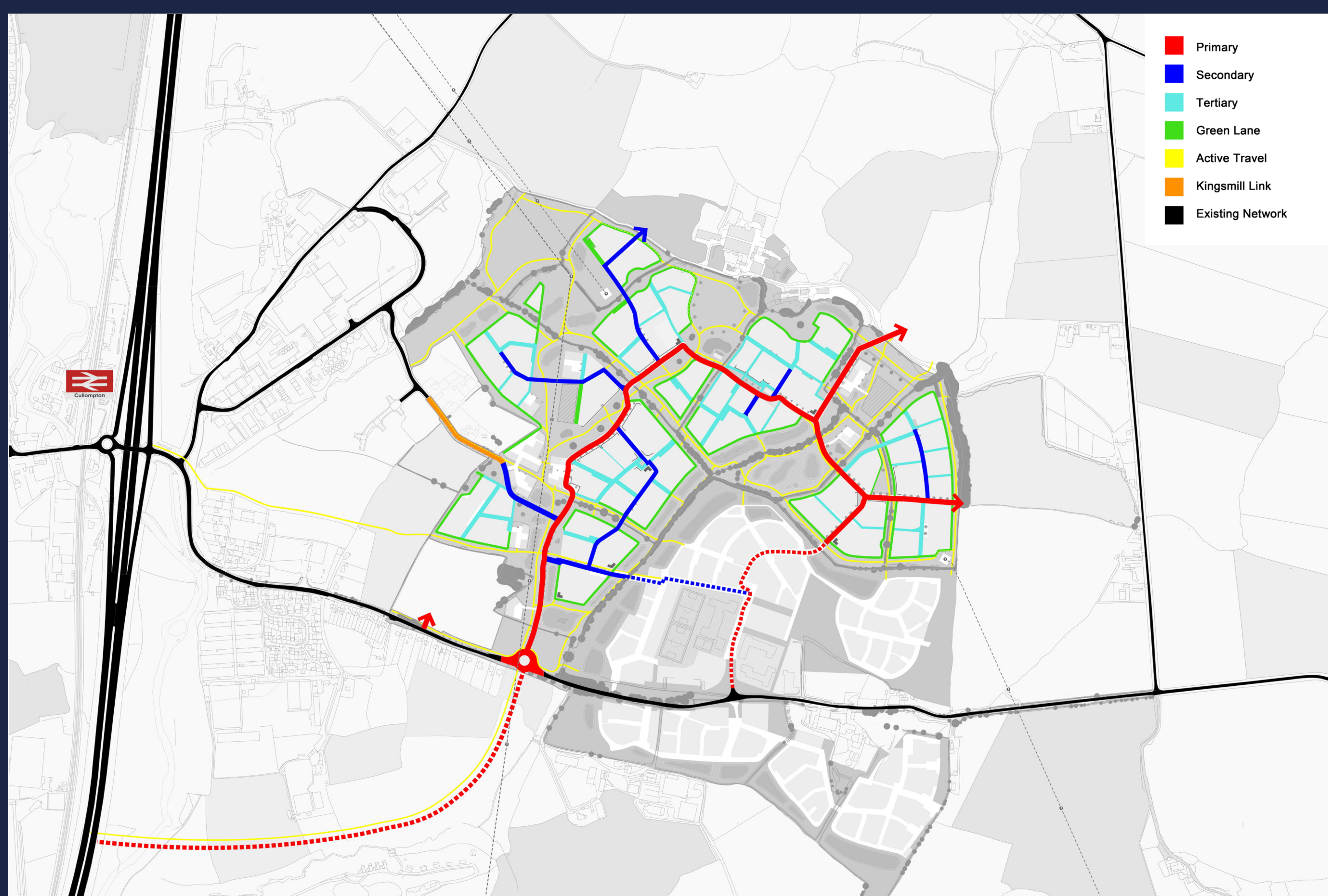
THE PROPOSALS PROMOTE WALKING AND CYCLING WITHIN THE SITE AND LOCALLY. STRATEGIC INVESTMENT IN THE WIDER HIGHWAY NETWORK WILL BE NEEDED TO ENABLE THE PROPOSALS TO BE FULLY REALISED

Access and Main Street

- A primary access point on Honiton Road aligns with the proposed new link road required by the preferred scheme for the enhancement to Junction 28 of the M5. The access point proposed will be in the form of a roundabout, similar in size to that proposed at the northern end of the Town Centre Relief Road, with dedicated active travel provision around it.
- A proposed primary route wraps through that connects to the Newlands Farm application and future proofs onward connections to a possible wider Garden Village.
- The primary street forms a northern loop for a bus route and will host ‘mobility hubs’ (e.g. parcel drop off, E-bike sharing etc) along it. Travel along the main street will be a varied experience with land on both sides either fully or partly enclosed by development, with different land uses alongside.
- An access spur further west of the proposed roundabout will open up land (outside the application area) next to Sebale Business Park (which is under construction).
- A Kingsmill link is proposed, extending Saunders Way to the proposed primary street. This will help with the operation of the existing Kingsmill junction now and in the future (once Junction 28a is in place).

Street Network

- The illustrative masterplan sets out a variety of street types to create a hierarchy that can be further defined through the future Strategic Design Code. These include primary, secondary, and tertiary streets, green lanes and scope for some permeable mews-style courtyards.
- These streets are linked to a dense, off-street network for pedestrians, cyclists and stand-up scooters, mobility scooters and wheelchairs (including powered wheelchairs).
- A secondary street crossing of the main watercourse, 500m north of Honiton Road, can act as an interim bus service loop as development is brought forward in phases. In future, this could remain fully open or bollards installed to allow only emergency vehicles, cyclists and pedestrians access.
- A considered response has been taken to the need for streets to connect across existing hedgerows. In some cases, only walking and cycling crossings are identified to limit this impact.



Active Travel (pedestrians and cyclists)

- The active travel network is extensive with lots of routes available (on street and off-street) to carry people across the site, elsewhere within the allocation, and onto Cullompton.
- A key east-west active travel corridor will pass through our site linking the main hub and primary school within the Newlands Farm proposals to Cullompton via Sebale Business Park (where land is reserved for highways purposes). The detailed design of the principal roundabout will include active travel provision, notably for onward travel to a future Junction 28a (crossing of the M5) and the southern end of the High Street.



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LIGHTWOOD IS PLEASED TO BE SHARING ITS VISION AND PROPOSALS FOR WEEK FARM AND MOORHAYES FARM AT EAST CULLOMPTON. WE WELCOME YOUR FEEDBACK AND INVITE YOU TO COMPLETE A FEEDBACK FORM EITHER IN PERSON OR THROUGH THE CONSULTATION WEBSITE



Next Steps

Lightwood is working on an outline planning application and this will be submitted this Summer. Your feedback will be summarised and shared with the Council as part of the application materials to provide a record of public and stakeholder feedback on the proposals to assist all parties.

The timing of the submission of the application will aid in securing funding and progressing the transport infrastructure for Cullompton and crystallise the distribution and form of development.

The progression of the scheme to an application will also assist Mid Devon District Council in progressing other work necessary to deliver the allocation intended to be resolved later this year including:

- A Strategic Design Code to supplement the East Cullompton Masterplan SPD, facilitated by design progression by the developers that will be subject to separate public consultation.
- A Phasing & Delivery Strategy is being prepared to manage the phasing of development alongside infrastructure delivery and will need to be published by the Council before applications are permitted.
- A strategy for delivering an off-site sports hub to offer improved facilities over those envisaged within the East Cullompton Masterplan SPD. This is being progressed with relevant stakeholders and will be subject to a separate public consultation.

As a large strategic application, it will take some time to determine and it is not uncommon for the determination period to involve the submission of additional information or changes to the parameter plans and the illustrative masterplan.

The determination period will include liaison with Mid Devon District Council, Devon County Council and statutory stakeholders to the development process.

As well as providing feedback, the community can register for updates either via our feedback forms or on the consultation website which will be updated as the plans progress.

www.east-cullompton.co.uk



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