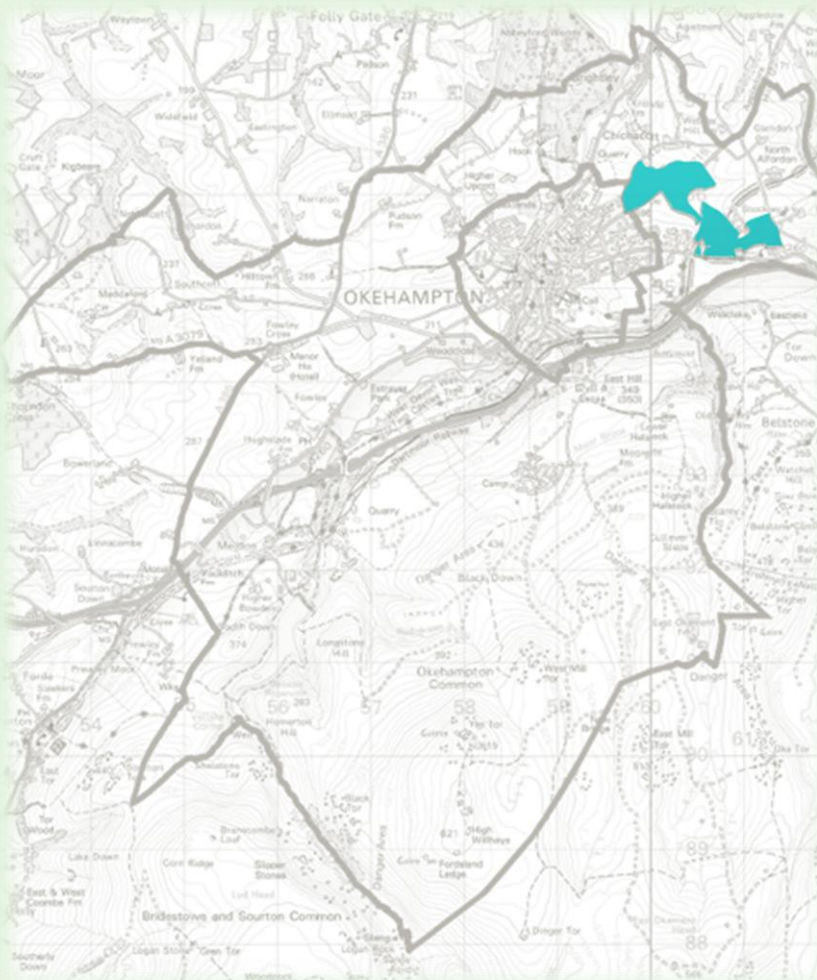
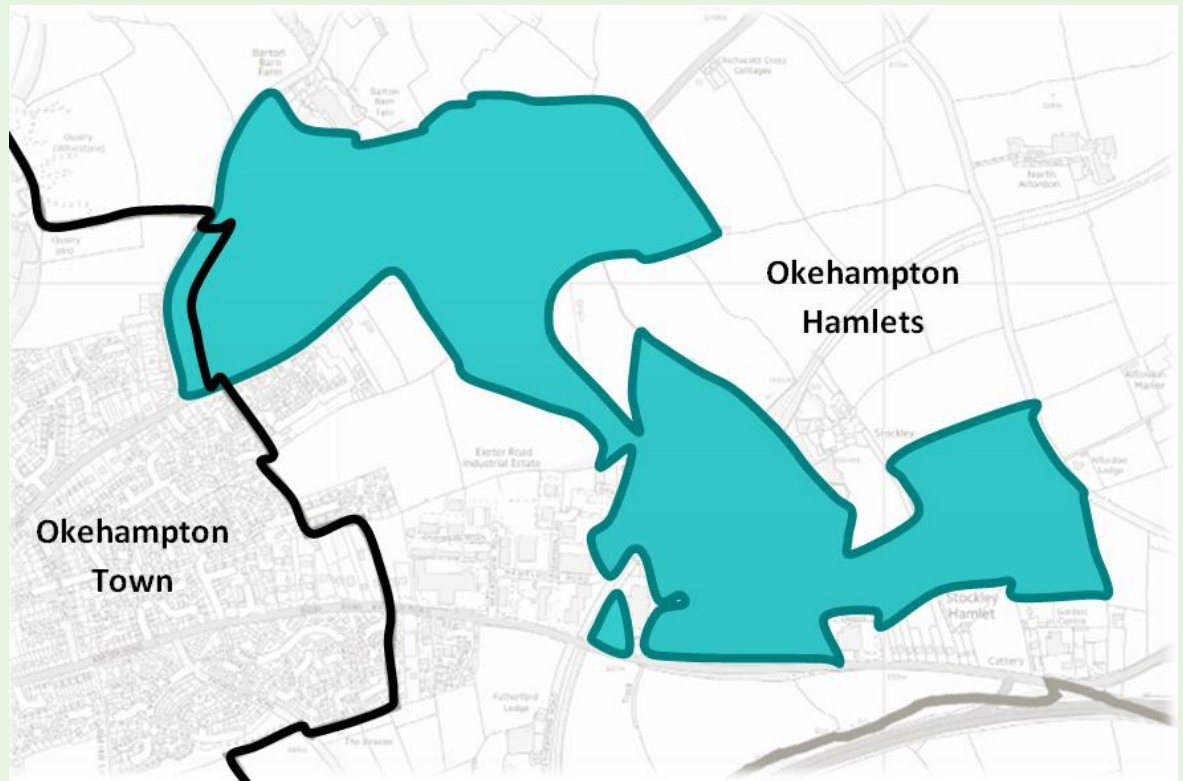




**West Devon
Borough
Council**



**West Devon
Borough Council**

**East of Okehampton
Masterplan**

**Draft Supplementary
Planning Document**

**September 2013 –
Committee version**

This document can be made available in large print,
Braille or tape format on request.

DRAFT

Committee version September 2013

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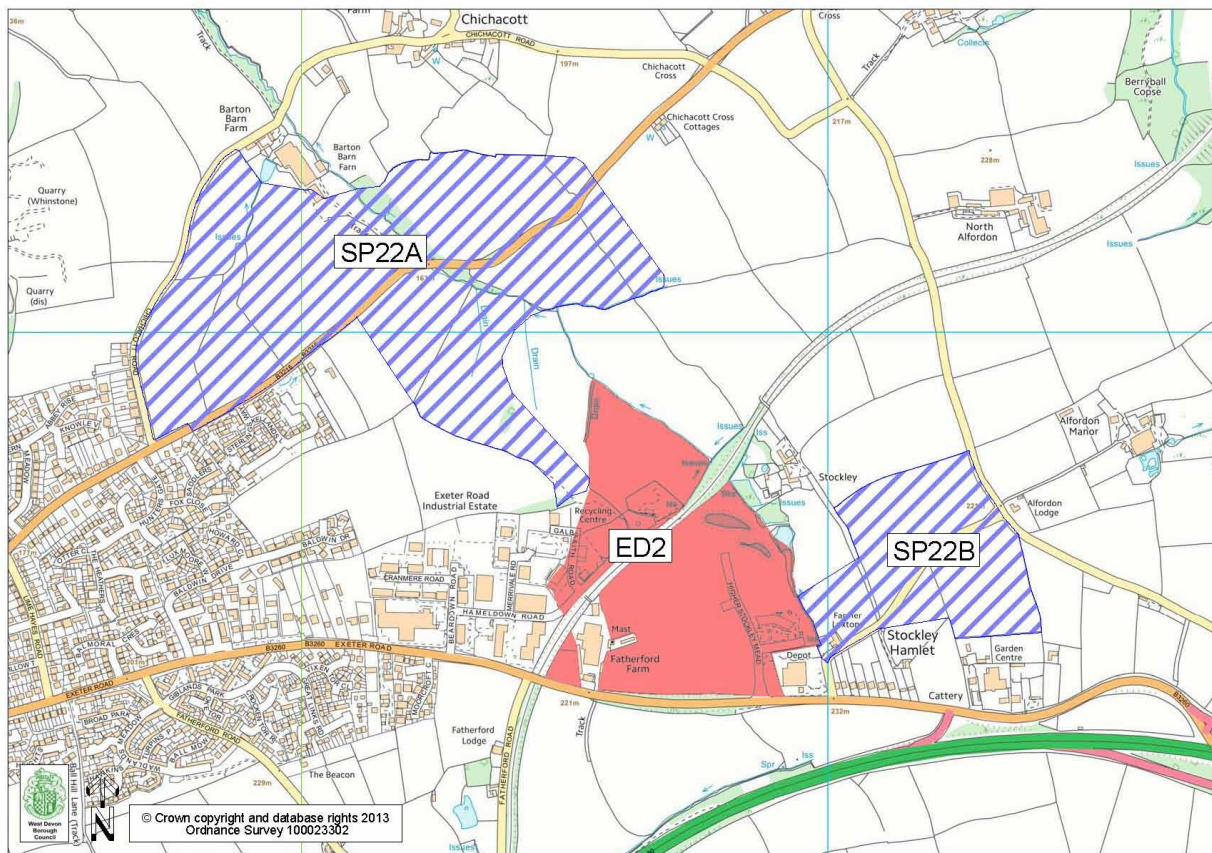
1 | Introduction

a. What is a masterplan?

The purpose of a masterplan is to provide guidance on proposals for development. They are usually used in relation to large or strategic sites where there is a need to establish the overall context in which a development should be delivered. Masterplans can consider a range of topics including the design of buildings, the layout of development, the types of uses to be provided, the infrastructure requirements and the timescales for delivering the development.

b. Why are we preparing a masterplan?

The Council adopted its Core Strategy in 2011. The Core Strategy is a plan which sets out where and how development will take place in West Devon between 2011 and 2026. As part of the Core Strategy, two areas of land to the east of Okehampton, situated within the parish of Okehampton Hamlets, were allocated for development. For ease of reference, these are described in the Core Strategy as SP22A and SP22B and are shown on the map below. The two allocations sit either side of another existing allocation (ED2) which was designated for employment development in the 2005 saved Local Plan policies. This area of land remains largely undeveloped, except for the Okehampton Business Centre. An effective development of this site is equally important as the development of SP22A and SP22B and therefore, for the purposes of this masterplan, all three sites will be considered.



Along with housing land, the allocation includes provision for other uses, including employment, community facilities, a road linking Exeter and Crediton Roads, a primary school, some small neighbourhood retailing and public open space. The development is also linked to the provision of a town centre relief road as part of the wider strategy of growth to be accommodated in the town. The specific requirements of the allocation are set out in Chapter 4.

The Core Strategy explains that more detailed guidance around the design and implementation of the allocation will be set out in a 'comprehensive masterplan'. This document forms the masterplan and provides the necessary guidance.

c. What will the masterplan look at?

The overall aim of this masterplan is to set the context in which any applications for development across the sites SP22A, SP22B and ED2 will be considered. The specific objectives of the masterplan are to:

- Provide detail to Strategic Policy 22 of the Core Strategy and ED2 of the saved Local Plan which sets out the key requirements of the development;
- Set a vision for the new development which reflects the aspirations of the local community;
- Create a set of overarching design principles to achieve a high quality, locally distinctive and well-integrated development for Okehampton and the Hamlets;
- Determine the main features of the development, including the major land uses to be accommodated, the associated infrastructure requirements and the phasing of development alongside infrastructure;
- Put in place a framework to ensure a consistent approach to design and development across all aspects of the allocation.

This masterplan establishes the context for development through the following sections:

- **The allocations:** Sets out the main types of development to be included within the allocation and guidance about how they should be distributed across the site.
- **Design principles:** Sets out key design principles to guide the development of the site. This framework includes information about highway, footpath and cycle links, building materials, development layout and landscape features. It also sets out good practice guidance for energy efficient design, sustainable construction and opportunities for low carbon and renewable energy.
- **Delivering the development:** Sets out how the different elements of the sites will link together and the broad timescales for delivery.

These sections are designed to set clear principles for how the Council expects the sites to be brought forward and to ensure that the development is comprehensively planned across the whole site. They each contribute to the achievement of sustainable growth and should be considered collectively as part of any application for development within the allocations.

Should more than one developer secure an option on land within the allocated sites, it will be vital that each application does not compromise the delivery of the vision, principles of development and infrastructure requirements for the sites.

The masterplan does not set a rigid and prescriptive 'blueprint' for development and design. This is particularly important given the current market conditions and the cost of infrastructure requirements associated with the allocation. It is therefore proposed that this masterplan will set the key principles for the design and use of the site whilst allowing sufficient flexibility to enable the development to respond to other factors, such as changes in housing demand, affordability of homes, building costs and infrastructure requirements etc.

d. What is the status of this masterplan and how should it be used?

This masterplan is being prepared as a 'Supplementary Planning Document'. Supplementary Planning Documents (SPDs) have a high level of 'weight' in the decision-making process as they must be prepared in accordance with national planning policies and have to go through a statutory consultation process. Once this SPD has been adopted by the Council, it will be used as a material consideration in determining applications for new development in the east of Okehampton.

The preparation of the masterplan has been informed by consultation with the Okehampton Hamlets and Town Councils, elected Members of West Devon Borough Council and the Okehampton Vision Steering Group, thereby adding weight to the status of the document. Full weight will be given following formal consultation and adoption. Further information is contained in Chapter 3.

This masterplan has been prepared taking into account the following:

- *The East of Okehampton Design Brief*: this Design Brief has been prepared by specialist design consultants. The community was invited to be involved in this work and has helped to shape its content. The Design Brief does not set any policies but is being used as part of the evidence base supporting this SPD. It is available on the Council's website at www.westdevon.gov.uk.

- Existing evidence:

Okehampton Hamlets Parish Plan: This was published in 2012 and provides a 'snapshot' of the Parish and the numerous hamlets within the area as well as an action plan. One of the priorities identified seeks to ensure that the Parish Council are involved in development issues, particularly on large sites.

Okehampton Town Design Statement: The Town Design Statement was published in 2004 by the Okehampton Town Design Group. It provides a helpful analysis of the character of the town, including part of the Hamlets, with the aim of having a positive influence on future development by encouraging carefully considered and sympathetic development.

Until this SPD is adopted, it will be used as emerging policy guidance to assist the Council in making decisions on proposals for new development on either ED2, SP22A or SP22B that may be submitted during this time. Any applicants wishing to submit an application during this time should be mindful of the guidance set out in this masterplan.

This SPD is consistent with the National Planning Policy Framework (NPPF) and any applications will be considered alongside this as well as West Devon's Core Strategy Strategic Policy 22 and Local Plan Policy ED2.

Any developer wishing to submit an application for development on the allocated sites within Okehampton are encouraged to commence early pre-application discussions with the Council. Information on the pre-application service offered by the Council can be found on the website www.westdevon.gov.uk.

f. How can you comment on this masterplan?

[insert consultation arrangements including exhibition date/time/venue and drop in surgeries to be held at Okehampton Customer Service Centre]

The purpose of this consultation is to provide more detail to Core Strategy Strategic Policy 22. It is not about whether you support the principle of development which is established through the Core Strategy.

We would like your comments on whether you think the uses proposed are suitable, whether you agree with our design aspirations and whether you think the infrastructure has been planned for appropriately.

2 | Masterplan background

a. About Okehampton and the Hamlets

- 2.1 Okehampton is the second largest market town in West Devon. Situated in the north of the Borough, the town is home to around 7,500 people (Patient and Practitioner Services Agency 2012)¹ as well as being an important service centre for many of its surrounding rural communities.
- 2.2 Lying on the northern boundary of Dartmoor National Park, Okehampton is an important gateway to the moor and the town's setting is heavily influenced by this green and expansive landscape.
- 2.3 The majority of the present day town centre lies between the west and east Okement rivers. Here, the architecture displays features of Georgian, Edwardian and Victorian eras, creating an attractive and interesting historic core. Over the last century, the town has grown around this centre, with more recent development being focused to the east where there have been more opportunities for homes to be built in areas which are most suitable for development.
- 2.4 The different parts of the town meet at the key town centre junction of West Street, Market Street, Fore Street and George Street. This historic road arrangement is under increasing pressure as the town continues to grow, particularly as the town's only primary school and three supermarkets are all accessed by this junction. Without intervention, development will continue to add to the traffic problems in this area and it is therefore critical to the future sustainable growth of the town that identified infrastructure requirements are delivered alongside new residential development in the town. There are three key elements to this, which comprise of the construction of a second primary school in the east of the town, a link road between Exeter and Crediton Road and the implementation of a town centre access road. The requirements for these and the mechanisms for their delivery are explained in more detail later in the masterplan.
- 2.5 Okehampton is very well located for easy access to the A30 strategic road network, connecting the town with the city of Exeter and the M5. Its location enables good opportunities for business and commercial development, as well as tourism, and the town can usefully promote itself in this way. Plans to introduce regular passenger services to the town's rail network and open a new station in the east of the town will further boost the attractiveness of the town for visitors and inward investment.
- 2.6 Unfortunately, several large employers have been lost in the town over recent years as a result of difficulties in the wider economy. Planned new development in the town provides opportunities for new economic and job growth and the masterplan looks to facilitate this in a way that supports Okehampton in the future.

1

http://www.devon.gov.uk/index/councildemocracy/improving_our_services/facts_figures_and_statistics/factsandfigures/thepeople/peoplestandproj/peoplepopestimates/peoplepopulationestandproestimatesokehampton.htm

- 2.7 The town itself is tightly wrapped within the town council boundary, meaning that most opportunities for new growth spread into the adjoining Okehampton Hamlets parish. Here, the landscape reflects the more traditional agricultural practices, with small farmsteads, rural buildings, country lanes and hamlet developments being characteristic of the area.
- 2.8 This transition between urban and rural will play a key part in considering how development is designed and located within the allocated sites. Notwithstanding the importance of the administrative boundary, the Council considers it important to recognise how the town and its rural fringes work together as a whole and consider equally how new development blends with the existing built-up area and the surrounding countryside.

b. Planning Policy Context

- 2.9 The strategic planning policy context in which this SPD is being prepared is provided by the National Planning Policy Framework and the Council's adopted Core Strategy 2011. The relevant policies are set out below.
- 2.10 The [National Planning Policy Framework \(NPPF\)](#) 2012 sets out the framework to guide new development in England. The framework provides relevant policies which must be considered in the context of this SPD and any subsequent development of the allocation to the east of Okehampton.
- 2.11 The key principles in relation to the development include:
- A presumption in favour of sustainable development, which means positively planning to meet the needs of the area.
 - Planning for a range of housing types, tenures and sizes that reflect local demands and contributes to achieving sustainable, inclusive and mixed communities.
 - Promote high quality design, recognising that it is a "key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people".
 - Facilitate social interaction and support the development of places which achieve, amongst other things, opportunities for meeting spaces, safe and accessible environments, clear paths and cycleways and high quality public space.
 - Meeting the needs of retail, leisure, office and other main town centre uses and making sure these are not compromised by limited site availability.
 - Having full consideration to flood risk and water supply and ensure that development is designed and located in ways to reduce greenhouse gas emissions.
 - Protect, enhance and minimise impacts on valued landscapes, geology and soil conditions, ecosystems and biodiversity.
 - Encourage a positive approach to the conservation and enjoyment of the historic environment and an appreciation of the wider social, cultural, economic and environmental benefits that can arise from the conservation of the historic environment.

- Ensure sufficient flexibility is included within plans and policies to respond to changing economic circumstances and facilitate flexible working practices such as the integration of mixed uses within the same unit.
- Promote the use of sustainable transport options and the provision of viable transport infrastructure to support sustainable development.
- To encourage less use of the private car, locate new development close to key facilities, such as schools and local shops.

2.12 Saved policy ED2 of the Local Plan sets out the requirements for the site as set out below.

Proposal ED2

Land as shown on the Proposals Map to the north east of Fatherford Farm, to the north west of Mole Avon and land adjacent to Exeter Road will be allocated for B1, B2 and B8 employment purposes. In considering proposals for development on this land the Council will seek to encourage the provision for rail access.

2.13 Strategic Policy SP22 of the adopted West Devon Core Strategy 2011 sets out the key requirements of new development on land to the east of Okehampton. This policy is outlined below.

SP22 Okehampton

1. Land to the east of Okehampton is allocated for a mixed use development and will include:
 - i. Approximately 900 dwellings, predominantly within SP22A
 - ii. Approximately 10 hectares of employment land, predominantly within SP22B
 - iii. Appropriate levels of open space
 - iv. Appropriate education facilities
 - v. Improved public transport links
 - vi. Provision of (or contributions to) on-site or off-site infrastructure requirements associated with the development, including the provision of a town centre access road.
2. The Proposals Map shows the boundaries of the strategic allocation.
3. The development of land to the east of Okehampton should be developed in accordance with a comprehensive masterplan, along with the following site-specific development principles:
 - a. Create distinctive, safe, sustainable, high quality development.
 - b. Integrate new development within the landscape, minimising and mitigating landscape impacts on the natural environment.
 - c. The development should have regard to the close proximity of Dartmoor National Park and mitigate for any impacts on it.
 - d. The development should be well integrated with new and existing services and facilities in the town.
 - e. Increase travel choices for people to reduce their reliance on the private car.

- f. Provide new connections for vehicles, cycles and pedestrians between the proposed development and the existing town to support and help ease traffic flows in the town.
- g. Provide an appropriate level of affordable housing in accordance with SP9, subject to the overall viability of the development.
- h. The provision of local and strategic green infrastructure, for public sport, recreation and play, and to include open space networks for wildlife and water management.
- i. A sustainable water strategy that includes minimising use of water, recycling grey water, has integrated sustainable drainage systems and provides flood water retentions where appropriate.
- j. The development should incorporate the latest sustainable development principles available during the period of development and should maximise energy efficiency and the use of energy from renewable sources.
- k. The development should include the provision of neighbourhood retailing and other facilities to meet the additional needs of the expanded community, subject to the nature and scale of development being justified by need and there being no adverse impact on the town centre.
- l. The development should support and not prejudice the provision of a new railway station in the east of the town and the potential to reintroduce a full rail passenger service from Okehampton.
- m. The development should support and not prejudice the delivery of a road linking Crediton Road and Exeter Road.

c. Environmental considerations

- 2.14 The Core Strategy is accompanied by a Habitats Regulations Assessment (HRA) Screening Report which assess direct and indirect impacts on internationally and nationally designated sites. Of relevance to the development to the east of Okehampton is the Dartmoor Special Area of Conservation (SAC). However, as no development is proposed within the SAC, there will not be a direct effect on the integrity of the site. The HRA notes the potential for some indirect impacts as a result of increased recreational use of the moor, surface water run-off and traffic based pollution. However, it has been demonstrated through the HRA that these impacts can be adequately mitigated through other adopted planning policies and management plans.
- 2.15 The Council has undertaken a Screening Report of this SPD to establish whether or not a full Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) is required. This Screening Report concludes that a separate SA/SEA is not required as the SPD does not result in any additional significant effects to those already identified in the higher level SA/SEA. This Screening Report is available on the Council's website alongside the masterplan. Natural England will be consulted on the Screening Report as part of the consultation process.

3 | Priorities for New Development

- 3.1 The development of the Okehampton allocations is needed to secure new homes and job opportunities to support a growing community into the future. The Council appreciates the large scale nature of the allocation and wishes to promote a development that adds value to the town and its surrounding communities in a way that respects the character of the area and is supported by the infrastructure and facilities that are needed.
- 3.2 In preparing this masterplan, we have involved the community, local councillors and our infrastructure partners so that we can deliver an effective and comprehensive development of this nature.
- a. Community Engagement**
- 3.3 In terms of community engagement, local residents and businesses were invited to attend two workshops to discuss the development of the sites as part of the preparation of the East of Okehampton Design Brief. These workshops generated a range of ideas and aspirations from the community and have been summarised below:

Table 1: Community aspirations for new development to the east of Okehampton

| | |
|---|--|
| An attractive living environment | <p>New development should:</p> <ul style="list-style-type: none"> • Be designed in a way that makes it suitable for people in all stages of their lives. • Encourage sustainable and renewable energy provision using natural assets of the town. • Integrate trees and hedgerows within well defined streets and spaces. • Maintain a continuous network of wildlife corridors within the development which link to the surrounding countryside. |
| Community links | <p>New development should:</p> <ul style="list-style-type: none"> • Ensure consistent access to facilities, open spaces, the school and the town centre through a network of footpaths and cycleway. • Provide a range of local facilities within the new development to support basic needs whilst still promoting trips to the town centre. • Aim to keep the town and hamlets as distinct areas of Okehampton. • Encourage neighbourliness by allowing a mix of uses and facilities to enable an active and social community. |
| Business growth and job support | <p>New development should:</p> <ul style="list-style-type: none"> • Promote the access opportunities offered by the A30. • Integrate suitable businesses with housing to better connect home and work life. • Make provision for small, flexible business units with space to grow. • Consider providing guest accommodation to help the local economy take advantage of tourism opportunities. |
| Traffic improvements | <p>New development should:</p> <ul style="list-style-type: none"> • Provide bus and rail options to reduce reliance on the private car. • Provide a network of streets capable of taking the pressure off the |

existing road network in the town, including a town centre access road and a link between Crediton and Exeter Roads.

b. Local Council Engagement

3.4 Following on from this, the Council has worked with Okehampton Town Council, Okehampton Hamlets Parish Council and the Okehampton Vision Steering Group to develop these priorities into a vision for development in the town:

New development in the east of Okehampton will become a sustainable and well connected part of this thriving and historic market town. It will create a high quality living environment designed to support people in all ages and aspects of their lives.

This will be achieved by:

High quality well planned development that meets the day to day needs of all users

Well defined and connected streets with appropriate planting and attractive, functional and accessible open space

Attractive design which reflects the distinctive characteristics of both the hamlets and the traditional urban centre

Properties that contain appropriate storage, private spaces, parking facilities and good sized gardens

High quality design and sustainable construction methods which use locally distinctive materials

Integrated uses of homes, workspace, community facilities, local shops and open spaces, enabling an active, social and sustainable community

A development that becomes part of the wider community and continues to have the town centre as its focus for activities and retailing needs

Maintain the attractive environments and landscape settings of the area

Strong physical and visual connections between the different areas of land and to the surrounding countryside and Dartmoor National Park

Wetlands and water courses providing spaces for recreational, ecological and sustainable drainage

Sustainable and renewable energy provision in keeping with the natural assets of the town

Continuous networks of wildlife corridors within the development, between individual parcels and outwards to the surrounding countryside. Existing landscape features including hedgerows, Devon banks, trees and the Stockley Valley should be retained.

Planting of native species complementing existing hedgerows, Devon banks and the Stockley Valley

Supporting job and business growth in the town

Capitalise on business opportunities by promoting the A30 transport links and by securing rail links in the future

Small, flexible business units with space to grow

Provide opportunities for economic development which supports and enhances the existing town centre

Businesses based on the service and tourism sector which make the most of the towns natural assets and promote Okehampton as a gateway to the moor

A range of job opportunities which enable people to live and work within the town

Delivering appropriate infrastructure at the right time to support new development

A modern, fit for purpose primary school which acts as a community focus in the east of the town

A network of streets capable of taking pressure off existing roads, including a link between Exeter and Crediton Road and the town centre relief road

Safe, secure and attractive footpaths and cycleways connecting the development to the services and facilities in the town and the surrounding countryside

Bus and rail links to reduce the reliance on the private car

High speed broadband connections to ensure Okehampton is a competitive centre

Affordable housing for local people

Consultation question 1:

Do you agree with the vision for new development to the east of Okehampton?

c. Infrastructure Provider Engagement

- 3.5 Throughout the preparation of the Core Strategy, the Council worked with local service and infrastructure providers to identify what new facilities would need to be provided and where improvements may need to be made as a result of new development in the town. This engagement has continued with the preparation of this Masterplan and more details about the infrastructure that will be needed to accompany new development are set out in this document. It is important that development on all parts of the allocation contribute proportionally to the key elements of infrastructure required as part of the allocation where the infrastructure concerned benefits the site as a whole.
- 3.6 All parts of the development will be expected to provide standard servicing and utilities infrastructure as set out in Chapter 6. In addition to this, there are some key items of **critical** infrastructure which the residential elements of the allocation will be expected to either make provision for on-site or make financial contributions towards their delivery. These have been identified as follows:

Table 2: Critical infrastructure items

| Infrastructure Item | Description |
|--|---|
| Link road between Exeter Road and Crediton Road | The development is located between these two roads. It will be important that traffic from the new development does not have an unacceptable impact on the town highway network, especially if the journey is not to the town centre. A link road will mean that traffic can avoid the Barton Road/East Street light controlled junction. The first section of this road has been delivered as part of the development of the H4 site. The remainder of the road is expected to come forward as early as possible as part of the overall scheme for the development of the allocations. |
| Education provision <ul style="list-style-type: none"> • Approx. 1.7 hectare site for primary school within SP22A • Enhancements / extensions to Primary School provision • Enhancements / extensions to Secondary School provision | A need for a new primary school in the town has been identified to meet the needs of the existing and new community. Land is required to be identified for this facility as part of the masterplanning process. Additional capacity will be required at Okehampton College to accommodate the additional pupils arising from the new development. |
| Town centre access road | As a result of further development in Okehampton, there is a requirement for a second road to access the main town centre car park and supermarkets, enabling traffic to avoid the main shopping areas of the town. A town centre access road would also avoid adding to the air quality problems in Market Street. |
| Primary healthcare provision (to meet the needs of the increase in local residents) | Financial contributions from residential development in the town will be required to ensure there is sufficient capacity in primary healthcare provision to meet the needs of the new residents. |
| Age appropriate equipped play and recreation areas | Appropriate play and recreation areas are required to be provided alongside new development. The Open Space, Sport and Recreation Study commissioned by the Borough Council in 2006, identified a need for a Neighbourhood Equipped Play Area (NEAP) and Local Equipped Play Area (LEAP). The location, design and layout of such facilities should be determined through the pre-application process. |
| Provision of bus service to serve new development | Improvements to bus services are required to provide links between the new development and the town centre, as well as between Okehampton and Exeter. The proposed link road between Exeter Road and Crediton Road will help to improve the route of bus services. |
| Enhancements to / additional provision of playing pitches | New development in the town will generate a need for additional provision of playing pitches. Through the |

| | |
|---|--|
| | <p>masterplan, consideration will be given to the best way this can be delivered to meet the needs of the town. The town has a number of pitches. Proposals are being developed for additional training pitches elsewhere in the town. Depending on the capacity of existing pitch provision, it may be appropriate to seek financial contributions towards enhancing or increasing existing facilities.</p> |
| <p>East of Okehampton Railway Shelter</p> | <p>There is an aspiration to deliver daily passenger services between Okehampton and Exeter. Subject to franchise and other agreements, this could be implemented using the existing station in the south of the town. Should these passenger services be delivered successfully, there is potential to increase usage of the train by putting in place a more accessible station for residents in the east of the town, particularly given the large scale development which is planned for this area. This station would benefit residents as well as helping to attract businesses and inward investment as part of the comprehensive development of the ED2 allocation. It is envisaged that this will take the form of a small shelter and platform that will be accessed from the ED2 Opportunity Okehampton site.</p> |

3.7 More details about the timescales and mechanisms for the delivery of these items of infrastructure are provided in Chapters 4 and 6 of this Masterplan.

4 | The Allocations (Parcels 1-5)

- 4.1 The allocations of ED2 and SP22 cover a large area to the east of Okehampton. In order to achieve a consistent approach to design and development across all aspects of the allocation, it is important that the masterplan considers how the major land uses can be distributed effectively across the area, ensure that the overall requirements of the development are reflected across the entire site and understand and address the cumulative impact of the development on the town's infrastructure.
- 4.2 In this way, the Masterplan will put in place a framework to guide the development of the whole allocation. However, because the allocation is dispersed across a wide area and is segmented by a number of boundaries, including roads, valley corridors, a railway line and existing development, it is considered necessary to look at the different parcels of land which make up the allocation. These parcels need to be planned for individually, as well as having regard to the overall framework in which development should be considered.
- 4.3 This Chapter therefore looks at the different parcels which comprise the allocation and sets out the site specific context in which development should be considered. Chapters 5 and 6 describe the overall design principles for new development and the Council's approach to managing infrastructure provision and viability considerations.
- 4.4 The following table and map identify five individual parcels which comprise the overall allocation:

Table 3: Parcels of land to the east of Okehampton

| Parcel | Site Size (ha) | Page Reference |
|------------------------------------|----------------|----------------|
| 1: Opportunity Okehampton | 11.2 | 20 |
| 2: North of Crediton Road | 14.7 | 23 |
| 3: South of Crediton Road | 13.7 | 30 |
| 4: East of Stockley Valley | 9.8 | 36 |
| 5: North of Stockley Hamlet | 9.3 | 40 |

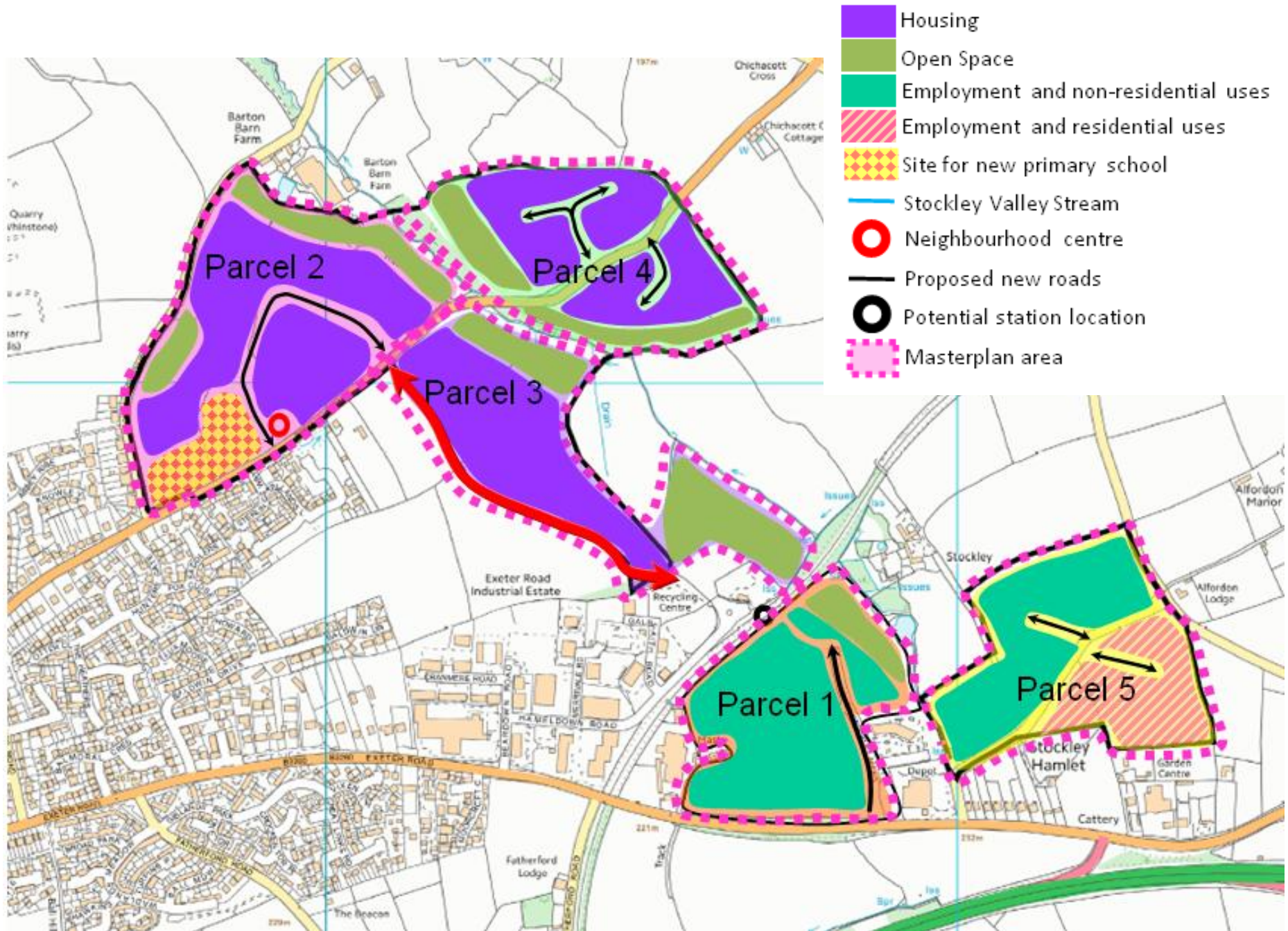


Figure 1: Parcels of land to the east of Okehampton

Parcel 1: Opportunity Okehampton

4.5 Parcel 1 relates to the land within ED2 to the south of the railway line (referred to as ED2 South).

4.6 Parcel 1 is approximately 11.2 hectares in size and is partially developed with key road infrastructure already in place, which also serves the existing Okehampton Business Centre located in the south eastern corner of the site.



4.7 A large part of the remainder of the site is subject to a planning application that is expected to be submitted later in 2013. The Council is working with all relevant parties to develop the application for this area.

Constraints

4.8 There are no major constraints to development in this area.

Access

4.9 Vehicle access is already in place from Exeter Road. No other access points are required to facilitate the development of this site.



Land Use

4.10 The focus of this site is to achieve a development which supports local business growth, increases job opportunities and promotes high quality employment uses.

4.11 In the current conditions, it is accepted that achieving more traditional employment uses poses a significant challenge due to the costs of funding serviced land and associated infrastructure requirements. The Council is therefore prepared to take a flexible approach to the types of uses which come forward in Parcel 1, providing the focus is on achieving a range of high quality employment opportunities. This is supported by the NPPF (paragraph 22) which requires land allocations to be kept under review and where there is no reasonable prospect of a site coming forward, to consider alternative uses. Proposals for development that do not fall within the requirements of policy ED2 of the Local Plan will be advertised as a departure from the adopted development plan to allow discussion on the suitability of alternative uses through a robust decision making process.

4.12 This area of land will be more suitable for larger businesses, particularly those that require and/or generate significant lorry/HGV movements, as most of the supporting infrastructure is in place and access already exists on to Exeter Road.

4.13 Proposals for other uses in addition to B1, B2 and B8 will be considered where it enables the delivery of the rest of the site, offers high quality employment opportunities, does not have a significant adverse impact on the town centre and is compatible with the surrounding employment uses.

4.14 Any proposals for alternative uses (such as retail, leisure, commercial and service industry development) will need to be carefully considered to ensure that there is no significant adverse impact on the town centre. It is not within the remit of this masterplan to determine whether or not such uses will be acceptable. Any proposals for such development within this site will need to be assessed against the policies of the NPPF, the Council's Core Strategy and Local Plan and the adopted SPD on Assessing the Impact of New Retail Development in West Devon.

4.15 The development of Parcel 1 should not preclude the future delivery of a railway station and associated parking provision for around 60-70 vehicles. It will also be vital to ensure pedestrian and cycle connections to the existing rail over-bridge to Hameldown Road are provided. Connections to the overbridge could come forward prior to the delivery of the railway to ensure improved linkages between the various parcels of development.

4.16 The site is located along one of the main entrances to Okehampton. As such, a well defined and high quality frontage along Exeter Road should be achieved where topography allows. Buildings should be of high quality design that builds on the character of Okehampton Business Centre. In this way, development of this parcel should reflect the principles in the Employment Character Area set out in Chapter 5 section (f).

Infrastructure

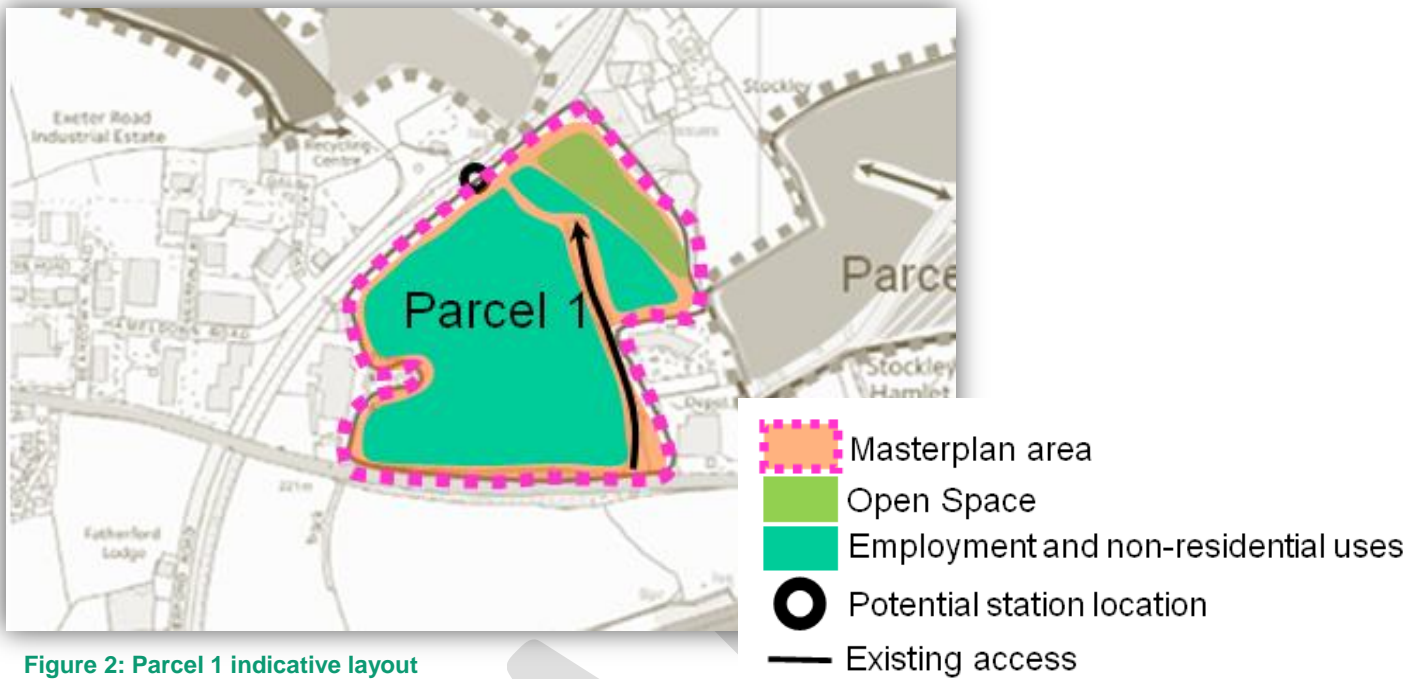
4.17 Parcel 1 will be expected to deliver all required servicing and utilities infrastructure as set out in Chapter 6. In addition, the provision of a railway shelter within the development has been identified as a critical piece of infrastructure to be delivered in association with the potential extension of passenger services. Should the site be delivered ahead of services becoming available, sufficient space and access should be provided along with provision for parking for approximately 60-70 vehicles, cycle parking, a bus stop and coach parking to enable a transport interchange in the area.

Phasing

4.18 Development of this parcel is expected between 2014 and 2018.



Indicative Layout



Consultation question 2:

Do you agree with the proposals for Parcel 1 (Opportunity Okehampton)?

Parcel 2: North of Crediton Road

4.19 Parcel 2 relates to land within SP22A north of Crediton Road and to the west of the Stockley Valley (referred to as north of Crediton Road).

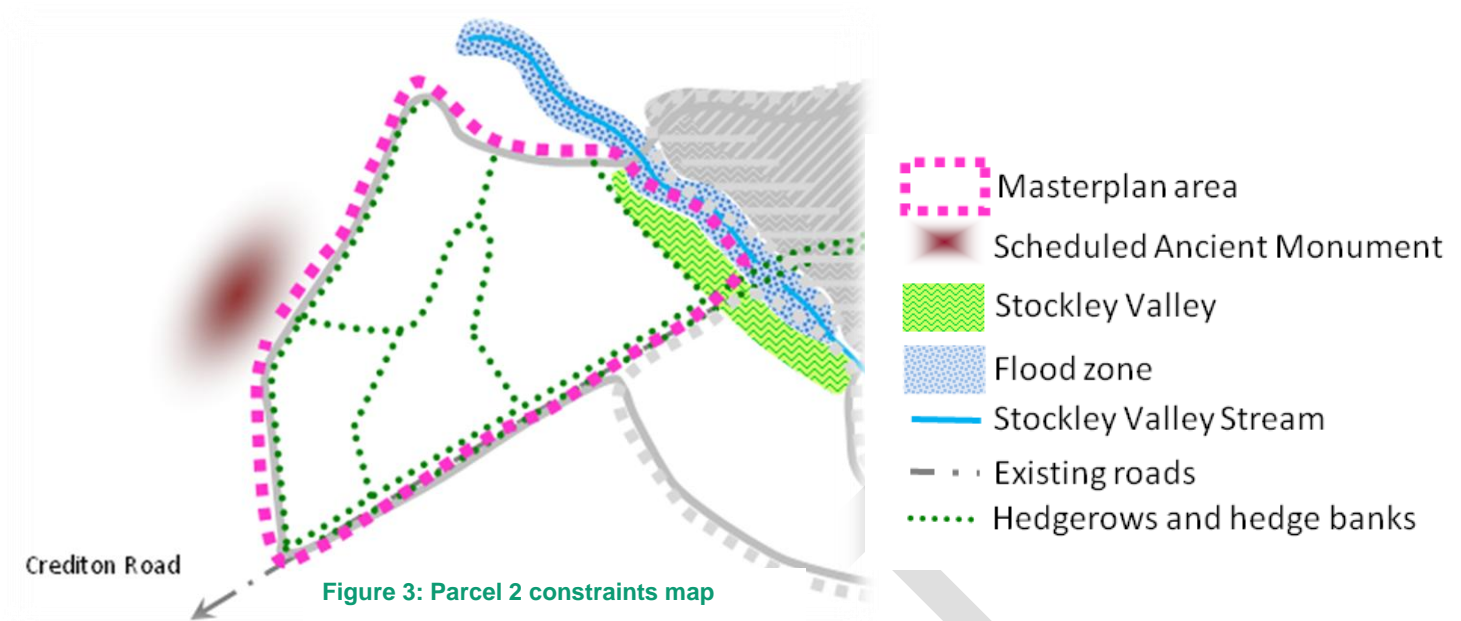
4.20 This area of land is approximately 14.7 hectares in size. It is mainly in agricultural use for grazing and is bordered to the east by the dense woodland of the Stockley Valley. There are a number of important hedgerows running through the site which are important habitats for local wildlife.

Constraints

4.21 There are various constraints within Parcel 2 which will need to be taken into account during the design and layout of new development. These are explained in the table below and are shown on the accompanying map:

Table 4: Parcel 2 constraints

| | |
|--|---|
| Local heritage and archaeological assets | To the west of Parcel 2 on the boundary of Chichacott Road is a Roman Fort, which is protected as a Scheduled Ancient Monument (SAM). Some evidence of the fort is still available on the ground and as such the visual setting of this important heritage feature will be an important consideration in the layout of new development. Further archaeological investigations and geophysical surveys will be required to determine if there is a Roman Road running out of the eastern gate of the fort. An appropriate buffer will be required to provide suitable protection to this archaeological asset. |
| Stockley Valley | The Environment Agency has identified a flood zone through the Stockley Valley. This is classified as flood zone 3, which is considered to be at high risk of flooding. As such, residential development in this area is considered to be 'more vulnerable' and should not be located here. It is therefore proposed that no development takes place within the identified flood zones in accordance with Core Strategy Strategic Policy 21. The watercourse and the woodland which surrounds it are important habitats for local biodiversity and by virtue of the flood zone, an appropriate buffer will be in place to help conserve and enhance the natural habitats in this area. |
| Woodlands, hedgerows and trees | The Stockley Valley forms a dense area of woodland and runs along the eastern boundary of Parcel 2. Lowland mixed deciduous woodland is present here. These woodlands should be retained in development proposals. There is also a network of locally distinctive hedgerows present on this parcel which should be retained wherever possible and enhanced through proposals for new development. |
| Visual sensitivity | Parcel 2 can be viewed from the northern boundary of the Dartmoor National Park. However, this area of land is relatively low lying and relates both physically and visually with surrounding built up development. |



Access

4.22 Suitable access to Parcel 2 can be achieved from Crediton Road. Two access points will be required to serve this part of the development and to allow movement of traffic through the site. Specific arrangements about the location of the access points and junction arrangements should be discussed with Devon County Council in the early stages of preparing an application, giving due consideration to existing junction arrangements and the planned link road between Exeter and Crediton Road.



4.23 The need for this future link road between Exeter and Crediton Road was identified in relation to the development of site H4 in the previous Local Plan. With this development currently under construction, the pressures on the existing road network are increasing.

4.24 It has been confirmed by Devon County Council that any further development in the east of the town will require the completion of the link road as early in the development as can be viably achieved. There are currently significant traffic pressures at particular traffic junctions in the town and this masterplan identifies the requirement of this link road as a critical item of infrastructure needed to accommodate the development.

4.25 The requirement for the link road stems from the need to relieve traffic pressures on the Barton Road junction and Limehayes Road and to create more sustainable vehicle links between the residential and employment areas of the planned development. This link road, together with the delivery of the new primary education facilities within Parcel 2, should have a positive effect on managing some of the traffic problems which already exist.



4.26 The first phase of this link road has been implemented as part of the H4 development which is currently under construction. The route of the link road should run between the H4 site and Parcel 3.

Land Use

Neighbourhood Centre

- 4.27 In addition to residential development, other uses that will need to be accommodated on this site include a neighbourhood centre, a site for a new primary school and a landscape/open space buffer to the Scheduled Ancient Monument to the north west of the site.
- 4.28 The neighbourhood centre should help to form a focal point for community interaction for new and existing residents in the east of the town. The Core Strategy makes provision for small-scale neighbourhood retailing (e.g. a small foodstore of around 250m² primarily for top up shopping trips) to meet the basic shopping needs of the new community and residents in the east of the town, providing that proposals are of an acceptable nature and scale to the development. Any proposals for food/non-food retail units over this threshold will need to demonstrate that they will not have a significant adverse impact on the town centre, in accordance with local and national policy. The local threshold is set out in the Council's adopted [*Assessing the Impact of New Retail Development in West Devon Supplementary Planning Document*](#).
- 4.29 The community has expressed a desire to see a community building as part of the new development. There is no requirement in the adopted policy to provide this facility but the masterplan does not prevent this type of use coming forward as a community or private enterprise. Consideration will need to be given to the funding and long-term management and maintenance of any community facility that is brought forward.
- 4.30 Through previous consultation with the community, some residents have also expressed a wish to see a public house delivered in the east of the town. The consultation identified that many would wish to see a family friendly facility, which caters particularly for the early evening period which is not currently offered in the town. This sort of use would be encouraged where it does not compete with existing town centre uses.

Education

- 4.31 Despite the approval for residential development on the site previously identified in the Local Plan for a new primary school, the need still exists to identify a suitable site and options are being explored as part of this masterplanning exercise.
- 4.32 At the time of writing the masterplan, Devon County Council as the Education Authority has approved capital funding sufficient to purchase a primary school site to the east of Okehampton. The site will meet the impact of approved development in the town (H4) and the core strategy allocations.
- 4.33 The Education Authority has agreed to secure a site large enough to accommodate the existing and planned development. The education authority has agreed to forward fund the cost of the larger site on the basis that it will be reimbursed through developer contributions as and when future residential development secures planning consent.
- 4.34 Devon County Council has identified an area of land in the west of the allocation adjacent to Chichacott Lane for this new primary school. This is well located to the existing residential properties in the east of Okehampton and the new residential development. The County Council requires a site that is well related to the existing and new development and can be directly accessed from Crediton Road.
- 4.35 The school itself is expected to be delivered as early as possible once planning permission is granted for development on parcel 2. It is a critical piece of infrastructure and all new residential development will be required to contribute to the delivery of the school through appropriate s106 agreements. This includes development on allocated sites as well as any other development which may come forward in the town.
- 4.36 Developers are encouraged to engage with Devon County Council at an early stage to discuss arrangements for education provision required as part of the development.
- 4.37 There is a forecast deficit in pupil places at Okehampton College. As such, further places will need to be provided to accommodate the anticipated increase in secondary school pupils from the new development. It will therefore be necessary to collect financial contributions from the development for secondary education where a need has been identified.
- 4.38 The new primary school neighbourhood centre should be well related to the neighbourhood centre. The connectivity and location of these uses in a central position to serve the new and existing residents will be important and will enable:
- The use of shared car parking facilities
 - The concentration of main public transport links



- An effective integration of footpaths, cycleways and roads around the development towards a central location where the key services within the development are provided.
- Dual use of facilities where appropriate and achievable

Housing

- 4.39 Parcel 2 is allocated for predominantly residential development and is expected to deliver approximately 350-375 homes. As with all residential developments, the Parcel should provide 40% affordable housing in accordance with Core Strategy Strategic Policy 9.
- 4.40 Given the relationship of this parcel to the existing residential development to the west and south, it is appropriate to encourage a design character which reflects the traditional styles and densities of the town. In this way, development of this Parcel should reflect the principles of the Traditional Okehampton Character Area set out in section f of Chapter 5. Smaller bedroom properties are encouraged in the form of terraced and semi-detached properties in order to meet the identified housing needs of the community. It may be appropriate to seek higher densities of development around the neighbourhood centre with less dense development as you move eastwards towards the Stockley Valley.
- 4.41 Given the recent welfare reforms, it is increasingly important that the development makes suitable provision for one bedroom properties as part of the mix of homes offered across the site, primarily as part of the affordable housing provision. Developers are encouraged to think creatively about how such properties can be provided.

Public Open Space, Sport and Recreation

- 4.42 For 350-375 houses, according to policy H26 of the local plan, up to 0.32ha of play should be required on this site. Typically this would equate to a LEAP (Local Equipped Area for Play) in terms of its area. However, rather than provide a LEAP/LAP (Local Areas for Play) in each of parcels 2, 3 and 4, there is more benefit to be gained for the community to provide a NEAP (Neighbourhood Equipped Area for Play) within Parcel 2. This would provide a larger range of play equipment, an associated grass kick about area and hard surfaced play space.
- 4.43 Guidance indicates that children should have access to a NEAP within 15 minutes walk or 1,000m (in a straight line) of their house. As such, a NEAP in Parcel 2 could provide for all parcels (perhaps with the exception of parcel 5). Other LAP/LEAPs being provided through the H4 site will cater for more local provision of smaller play facilities without the need to provide through the parcels 2, 3 and 4.
- 4.44 As such, within Parcel 2, approximately 0.8ha is required to be set aside for the NEAP providing the first five pieces of equipment. Parcel 2 is not expected to fully equip this NEAP facility and contributions will be sought from later phases. Early consultation will be required with the Council's Natural Environment and Recreation Team to determine the location and appropriate equipment to be provided.

4.45 There is an existing deficiency in playing pitch provision in Okehampton which has been identified in the Council's Open Space, Sport and Recreation Study 2007. The development itself will also generate a need for further provision. As there is limited space for on-site pitch provision within SP22A it is considered most appropriate for Parcel 2 to provide a commuted sum equivalent to the provision of up to 1.3ha of playing fields (including changing facilities) and maintenance so that suitable facilities can be delivered elsewhere in the town.

4.46 Parcel 2 is also expected to provide 0.48ha of amenity space or a commuted sum equivalent to such provision and maintenance.

Infrastructure

4.47 Detailed information about the infrastructure required and mechanisms for delivery is provided in Chapter 6. Parcel 2 will be expected to provide all relevant servicing and utilities infrastructure as listed in table 8 of Chapter 6.

4.48 There are a number of critical items of infrastructure which will need to be either provided on-site or through financial contributions. These are required in order to make the development acceptable. These are:

- Provision of link road between Exeter and Crediton roads;
- Approx. 1.7 ha site for primary education facilities and development of primary school facility;
- Contributions to primary and secondary school provision;
- Primary healthcare provision;
- Age appropriate equipped play and recreation areas;
- Bus service provision to link the development with other parts of the town;
- Enhancements/additional provision of playing pitches; and
- Provision of town centre access road.

4.49 There are further items of desirable infrastructure which would have benefits for the development and wider community and contributions to these may be sought where funding is available and where it can be justified that the development has a direct impact on its use.

Phasing

4.50 Development of this parcel is expected between 2014 and 2018.

Indicative Layout

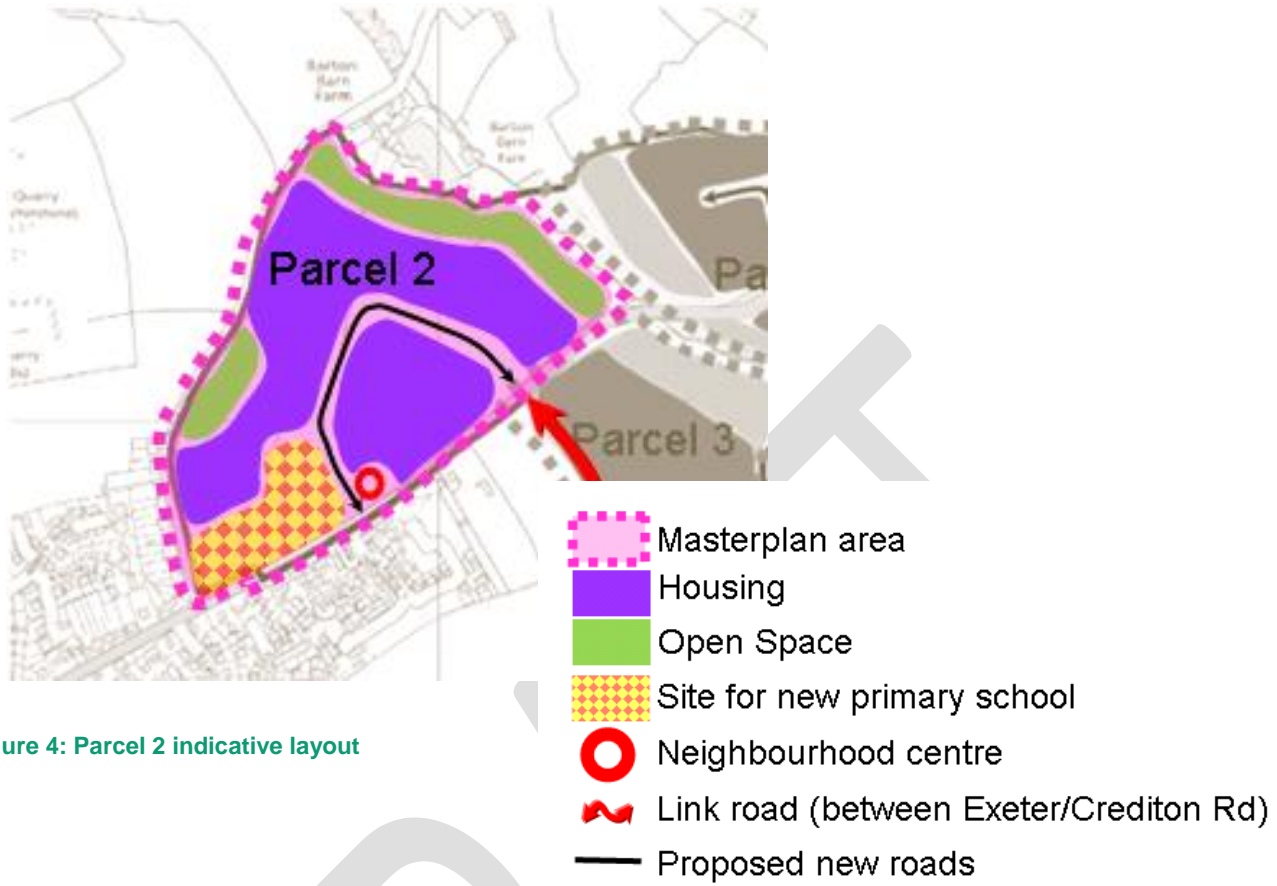


Figure 4: Parcel 2 indicative layout

Consultation question 3:

Do you agree with proposals for Parcel 2 (North of Crediton Road)?

Parcel 3: South of Crediton Road

4.51 Parcel 3 is made up of two distinct areas of the allocation:

- Land within SP22A to the south of Crediton Road (referred to as SP22A South)
- Land within ED2 to the north of the railway line (referred to as ED2 North)

4.52 Although these two sites form separate allocations, their proximity and physical relationship to one another means that there is an opportunity to consider their development jointly. Combining these sites is likely to enable a more viable and comprehensive development and encourage an effective use of ED2 North which is subject to a range of constraints as outlined below.

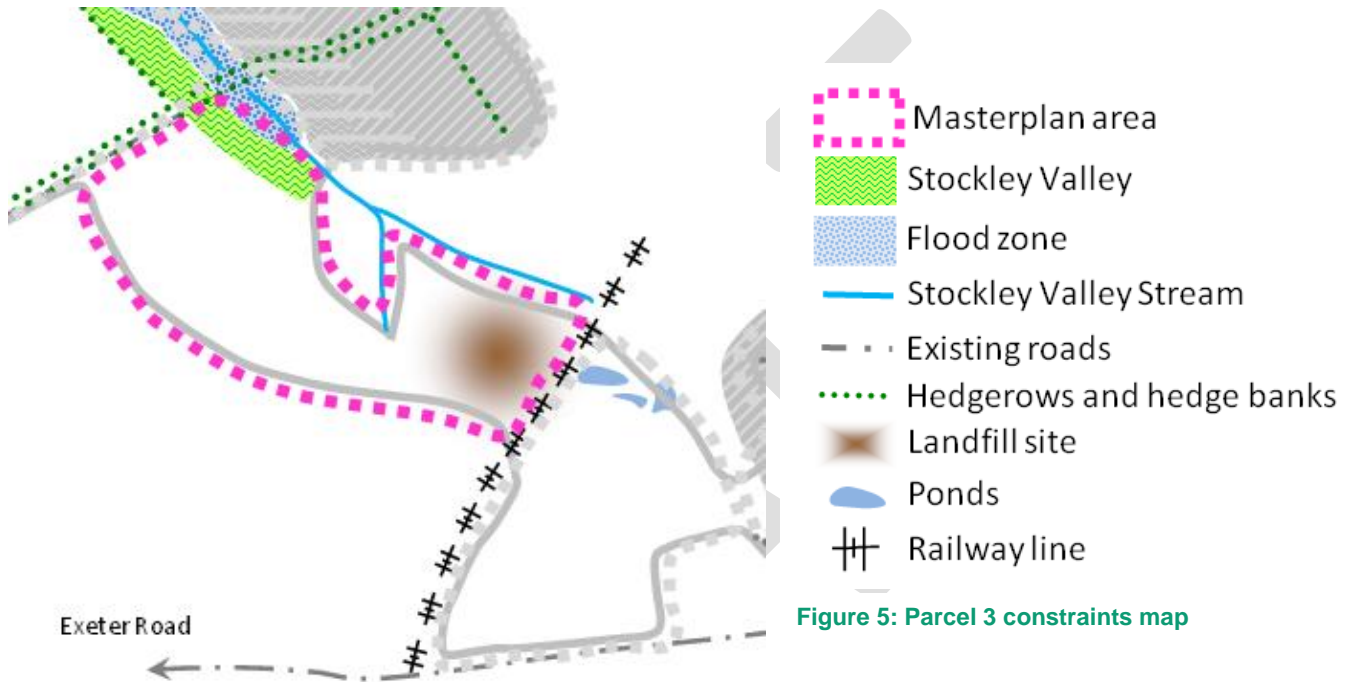
4.53 Overall, Parcel 3 covers an area of approximately 13.7 hectares. SP22A South is mainly in agricultural use for grazing and is bordered to its east by dense woodland surrounding the Stockley Valley. A small section of ED2 North is already developed for use as a depot.

4.54 There are a number of constraints within Parcel 3 which will affect the types of land uses considered suitable for this area and which will have implications for how the development should be designed. These are explained in the table below and shown on the accompanying map:

Table 5: Parcel 3 constraints

| | |
|--------------------------------|--|
| Stockley Valley | The Environment Agency has identified a flood zone through the Stockley Valley. This is classified as flood zone 3, which is considered to be at high risk of flooding. As such, residential development in this area is considered to be 'more vulnerable' and should not be located here. It is therefore proposed that no development takes place within the identified flood zones in accordance with Core Strategy Strategic Policy 21. The watercourse and the woodland which surrounds it are important habitats for local biodiversity and by virtue of the flood zone, an appropriate buffer will be in place to help conserve and enhance the natural habitats in this area. |
| Woodlands, hedgerows and trees | The Stockley Valley forms a dense area of woodland and runs along the eastern boundary of the SP22A South site. Lowland mixed deciduous woodland is present here. These woodlands should be retained in development proposals. |
| Visual sensitivity | Parcel 3 can be viewed from the northern boundary of the Dartmoor National Park. However, this area of land is relatively low lying and relates both physically and visually with surrounding built up development, particularly the development of H4 which lies immediately adjacent to SP22A South. |
| Ground conditions | A former landfill site is located within ED2 North and as such is classified as contaminated land. Investigation work is needed in |

| | |
|--|--|
| | the form of gas monitoring and a full contamination assessment to determine the suitability of this site for built development prior to any development commencing. Consideration will need to be given to the types of development that are appropriate in this location. |
| Sustainable Urban Drainage (SUDS) Pond | The SUDS pond associated with the development of the H4 site is located within this Parcel. Early consideration of the layout of development around the SUDs is required. |



Access

4.55 Primary vehicle access will be achieved via the link road between Exeter and Crediton Road. As set out in the previous section, it is expected that the link road will come forward as part of the first phase of any development within SP22A. However, if the link road has not been delivered by the time Parcel 3 comes forward, it will need to be completed as part of this development.

4.56 Appropriate access points from the link road into the development will be required. The number, location and specification of these junction arrangements will need to be determined in accordance with the County Council as part of the pre-application process, in addition to appropriate footpath and cycleway provision.



Land use

4.57 Parcel 3 is comprised of land allocated for both residential and employment development. However, due to the constraints listed above, the potential for either of these uses to come forward on ED2 North is limited due to the presence of contaminated land. In addition, the undeveloped part of this site is at a much lower level than the depot which already exists, which means that its physical links with the area of SP22A South are much stronger than its connections with the depot and railway line.

4.58 Between the areas of ED2 North and SP22A South, there is an area measuring approximately 3 ha which is not currently within the boundaries of the allocation.

These boundaries define the extent to which development can take place and should be regarded as firm edges. However, in exceptional circumstances and in cases where it can be demonstrated that development outside of the boundary would result in a higher quality, more viable development, a degree of flexibility may be acceptable. Given the relationship between this area of unallocated land and the two allocated sites either side of it, it is considered that a more comprehensive development may be able to be achieved by looking at this site in its entirety. It should be noted that this element of flexibility should not lead to a level of development above that set out in SP22 and that any applications of this nature would be advertised as a departure from the adopted development plan. This will enable those who support or oppose the boundary extension to engage in a robust decision making process.



Housing

4.59 With regards to SP22A South, this land is allocated for residential development and combined with the rest of Parcel 3 can deliver approximately 200-225 homes. As with all residential developments, the Parcel should provide 40% affordable housing in accordance with Core Strategy Strategic Policy 9.

4.60 Given the physical relationship of Parcel 3 with H4 and the likely urbanised nature that will occur as a result of the link road, it is considered appropriate to encourage a design character which reflects the traditional styles and densities of the town. In this way, the development of Parcel 3 should reflect the principles of the Traditional Okehampton Character Area set out in Chapter 5 (f). Smaller bedroom properties are encouraged in the form of terraced and semi detached properties in order to meet the



identified housing needs of the community. The differing topography on this site may also lend itself to an element of split level housing where it would not impact on the wider landscape. It may be most suitable to create areas of higher density development feeding off of the link road with less dense development moving eastwards towards the Stockley Valley reflecting the rural edge to the development.

- 4.61 Given the recent welfare reforms, it is increasingly important that the development makes suitable provision for one bedroom properties as part of the mix offered across the site. Developers are encouraged to think creatively about how such properties can be provided.

Public Open Space, Sport and Recreation

- 4.62 Across Parcel 3, the Council would wish to see appropriate habitat creation, play areas, SUDs schemes and informal recreation space as suggested by the Design Brief and local community. Applicants are advised to liaise with the Council's Natural Environment and Recreation team in the early stages of preparing plans for this area.

- 4.63 ED2 North lends itself to these types of uses which are less sensitive to contamination and more complementary to nearby residential development. One option recommended for a compatible use was included within the East of Okehampton Design Brief which suggested that this undeveloped area of land could be used to form a 'Stockley Valley Park', providing open and recreational space for nearby residents, businesses and visitors to enjoy. This would create an accessible central "lung" of green space for the enjoyment of residents and visitors to the town. The community has also expressed a desire to see the creation of a water meadow, recognising ground conditions in the area. Applicants are strongly encouraged to consider these options within applications for development of Parcel 3. By doing so, it will help to meet the requirement for around 0.29ha of amenity space and will allow the residential development proposed within this area to be designed in a manner that maximises the use of the land and taking opportunities to deliver the open space requirements in adjacent areas. If the amenity space is not provided in this manner, alternative on site provision should be accommodated.



- 4.64 Parcel 3 will be expected to contribute to the provision of the NEAP which is being provided within Parcel 2. Early consultation will be required with the Council's Natural Environment and Recreation Team to determine the appropriate equipment to be provided.
- 4.65 There is an existing deficiency in playing pitch provision in Okehampton which has been identified in the Council's Open Space, Sport and Recreation Study 2007. The development itself will also generate a need for further provision. As there is limited

space for on-site pitch provision within SP22A it is considered most appropriate for Parcel 2 to provide a commuted sum equivalent to the provision of up to 0.77ha of playing fields (including changing facilities) and maintenance so that suitable facilities can be delivered elsewhere in the town.

Infrastructure

4.66 Detailed information about the infrastructure required and mechanisms for delivery is provided in Chapter 6. Parcel 3 will be expected to provide all relevant servicing and utilities infrastructure as listed in table 8 of Chapter 6.

4.67 There are a number of critical items of infrastructure which will need to be either provided for on-site or through financial contributions which are required in order to make the development acceptable. These are:

- Provision of link between Exeter and Crediton Roads (if not already delivered as part of Parcel 2 or earlier phases of development);
- Contributions to the new primary school facility, including land acquisition costs;
- Contributions towards secondary school provision;
- Primary healthcare provision;
- Age appropriate equipped play and recreation areas;
- Bus service provision to link the development with other parts of the town;
- Enhancements/additional provision of playing pitches;
- Provision of town centre access road;

4.68 There are further items of desirable infrastructure which would have benefits for the wider community and contributions to these may be sought where funding is available and where it can be justified that the development has a direct impact on its use.

Phasing

4.69 Development of this parcel is expected between 2018 and 2021.

Indicative Layout

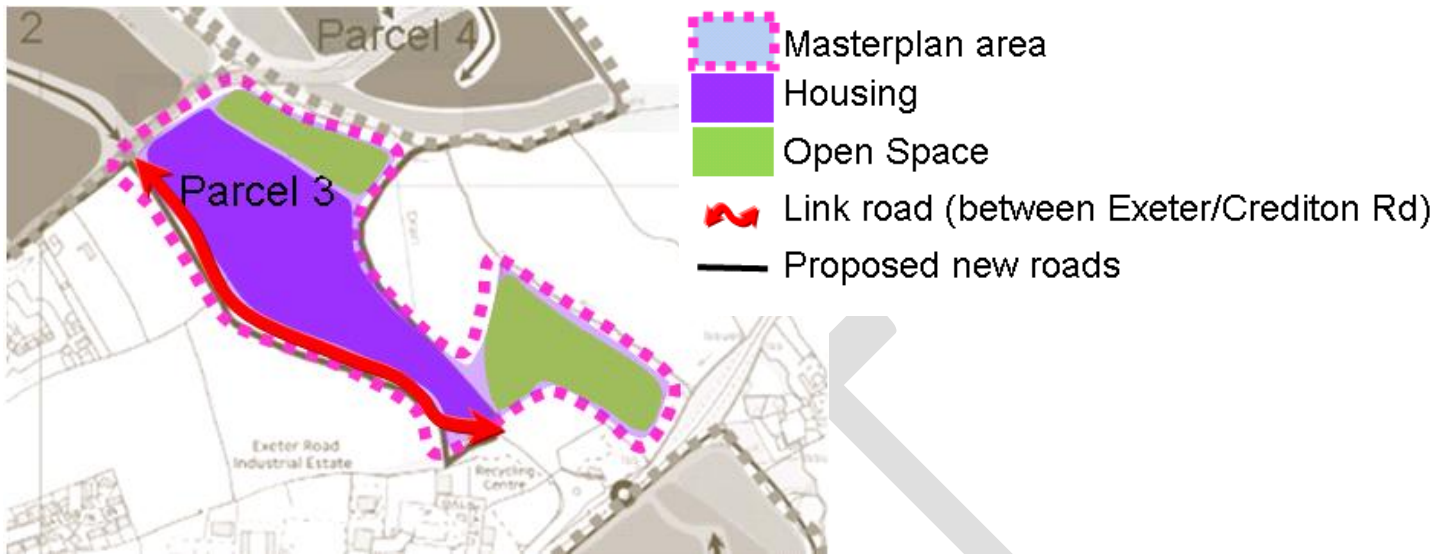


Figure 6: Parcel 3 indicative layout

Consultation question 4:

Do you agree with the proposals for Parcel 3 (South of Crediton Road)?

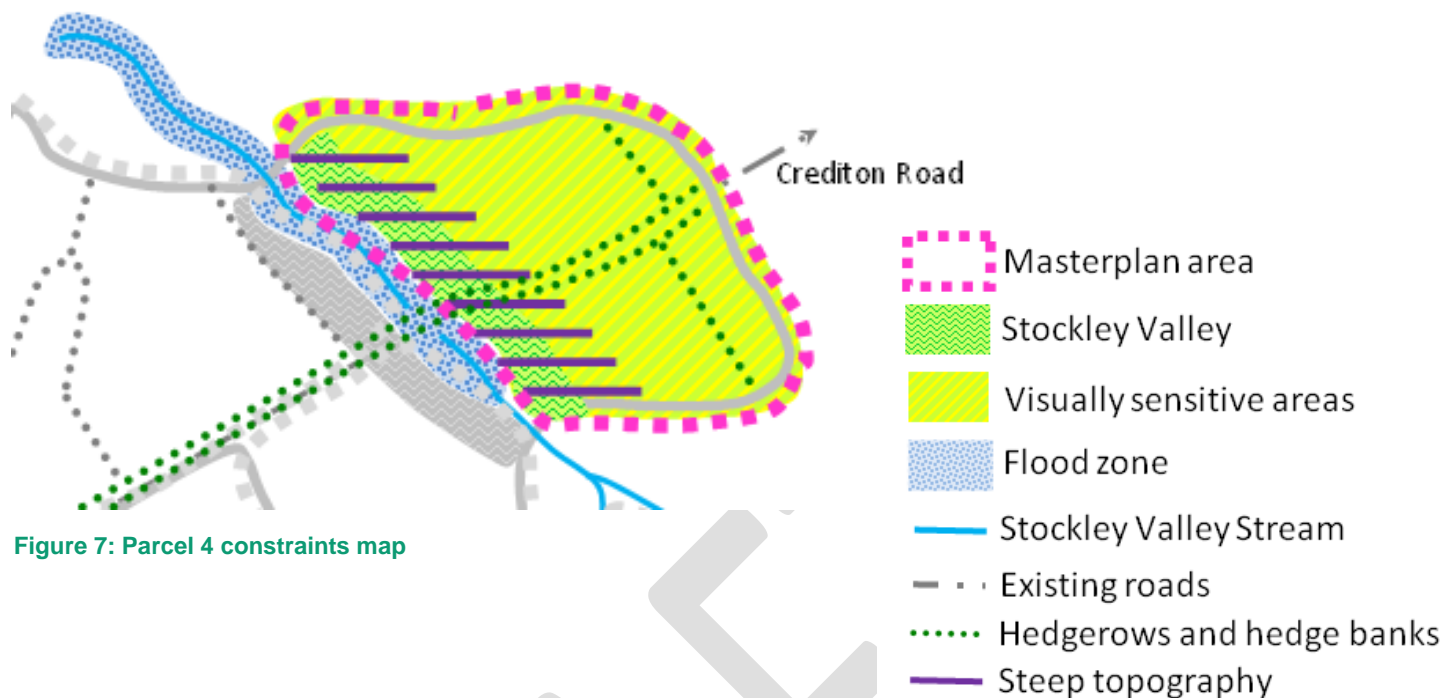
Parcel 4: East of Stockley Valley

4.70 Parcel 4 is made up of land within SP22A to the east of the Stockley Valley (referred to as East of Stockley Valley). It covers an area of approximately 9.8 hectares. The land is in agricultural use for grazing and is bordered to the west by dense woodland surrounding the Stockley Valley.

4.71 There are a number of constraints within Parcel 4 which will affect the design and layout of the development. These are explained in the table below and shown on the accompanying map:

Table 6: Parcel 4 constraints

| | |
|--------------------------------|---|
| Stockley Valley | The Environment Agency has identified a flood zone through the Stockley Valley. This is classified as flood zone 3, which is considered to be at high risk of flooding. As such, residential development in this area is considered to be 'more vulnerable' and should not be located here. It is therefore proposed that no development takes place within the identified flood zones in accordance with Core Strategy Strategic Policy 21. The watercourse and the woodland which surrounds it are important habitats for local biodiversity and by virtue of the flood zone, an appropriate buffer will be in place to help conserve and enhance the natural habitats in this area. |
| Woodlands, hedgerows and trees | The Stockley Valley forms a dense area of woodland and runs along the western boundary of the Parcel 4. Lowland mixed deciduous woodland is present here. These woodlands should be retained in development proposals. |
| Visual sensitivity | This parcel is visually prominent, particularly in views from Dartmoor National Park, which is exacerbated by the physical separation from the existing urban area of Okehampton. Development in this parcel will need to mitigate against any potentially negative visual impacts from Dartmoor and the surrounding landscape. |
| Topography | Land in Parcel 4 rises steeply from the Stockley Valley and creates a degree of physical separation from the remainder of SP22. This makes part of the parcel more sensitive to development and lower densities and lower level properties may be more suitable here. |



Access

4.72 Access to the site should ideally be achieved by a single point on either side of Crediton Road. There is the potential for access to be provided via alternative routes from the rest of SP22A, should a feasible solution be found. This will need to take into account design, landscaping, levels of development, environmental constraints and viability. Any applicant is encouraged to liaise with the County Council as early as possible as part of the pre-application process. The roads to serve Parcel 4 should reflect the rural character of the area and, where possible, the 'shared streets' concept will be encouraged in this location for internal highways.



4.73 Internal footpaths and cycleways should be included within the design of Parcel 4. This is particularly important regarding potential links between the northern parts of Parcel 4 and Parcel 2 and the southern part of Parcel 4 and Parcel 3. Provision could link with green infrastructure and open spaces in these locations.

Land Use

Housing

4.74 Parcel 4 is comprised of land allocated for residential development and can deliver approximately 150 homes. As with all residential developments, the Parcel should provide 40% affordable housing in accordance with Core Strategy Strategic Policy 9.

4.75 This area has a notably different character from the other parcels of residential land within SP22A by virtue of its distance from the town and the more rural features evident. As such, it is therefore appropriate for less dense development in this area which reflects the hamlet and farmstead characteristics of the area.

4.76 It is therefore appropriate to encourage a design character which reflects the traditional style and character of the Hamlets. In this way, the development of this Parcel should reflect the principles of the Rural Hamlet Character Area set out in Chapter 5 (f), whereby properties are appropriately grouped or clustered around a central courtyard or green space. A range of property sizes and types will be required that takes inspiration from the typical hamlet/farmstead pattern of development typical of the area.



Public Open Space, Sport and Recreation

4.77 Parcel 4 will be expected to contribute to the provision of the NEAP which is being provided within Parcel 2. Early consultation will be required with the Council's Natural Environment and Recreation Team to determine the appropriate equipment to be provided.

4.78 There is an existing deficiency in playing pitch provision in Okehampton which has been identified in the Council's Open Space, Sport and Recreation Study 2007. The development itself will also generate a need for further provision. As there is limited space for on-site pitch provision within SP22A it is considered most appropriate for Parcel 2 to provide a commuted sum equivalent to the provision of up to 0.52ha of playing fields (including changing facilities) and maintenance so that suitable facilities can be delivered elsewhere in the town.

4.79 Parcel 4 is also expected to provide 0.19ha of amenity space or a commuted sum equivalent to such provision and maintenance.

Infrastructure

4.80 Detailed information about the infrastructure required and mechanisms for delivery is provided in Chapter 6. Parcel 4 will be expected to provide all relevant servicing and utilities infrastructure as listed in table 8 of Chapter 6.

4.81 There are a number of critical items of infrastructure which will need to be either provided for on-site or through financial contributions which are required in order to make the development acceptable. These are:

- Provision of link between Exeter and Crediton Roads (if not already delivered as part of earlier phases of development);

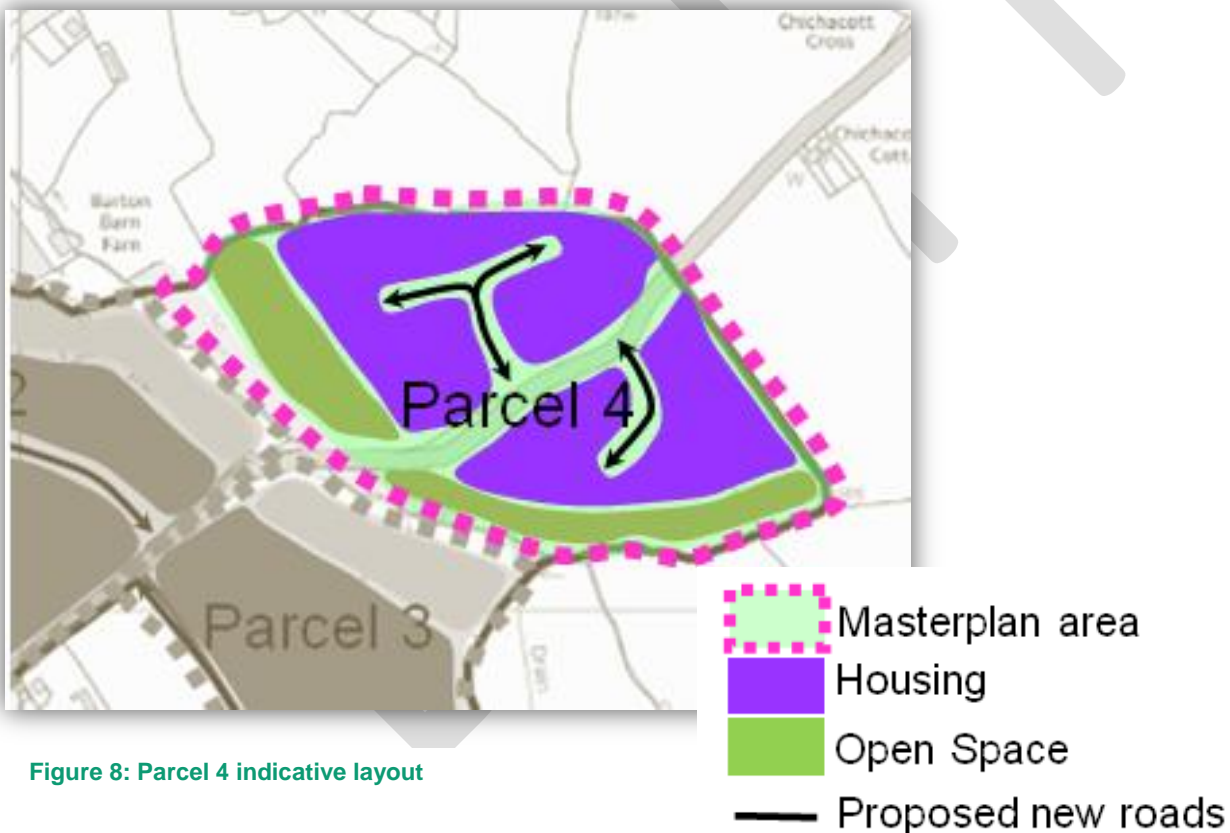
- Contributions to the new primary school facility, including land acquisition costs;
- Contributions towards secondary school provision;
- Primary healthcare provision;
- Age appropriate equipped play and recreation areas;
- Bus service provision to link the development with other parts of the town;
- Enhancements/additional provision of playing pitches; and
- Provision of town centre relief road.

4.82 There are further items of desirable infrastructure which would have benefits for the wider community and contributions to these may be sought where funding is available and where it can be justified that the development has a direct impact on its use.

Phasing

4.83 Development of this parcel is expected between 2021 and 2024.

Indicative Layout



Consultation question 5:

Do you agree with the proposals for Parcel 4 (East of Stockley Valley)?

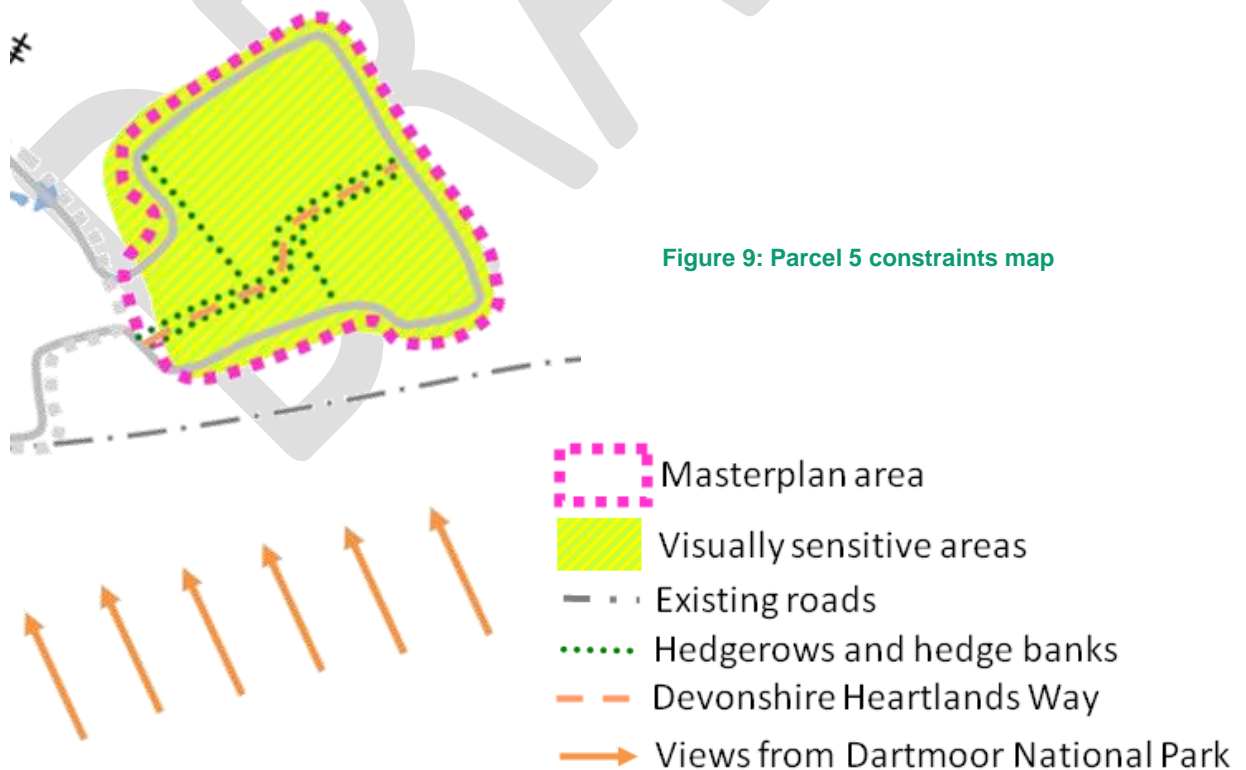
Parcel 5: North of Stockley Hamlet

4.84 Parcel 5 is made up of the land allocated as SP22B to the north of Stockley Hamlet (referred to as North of Stockley Hamlet) and covers an area of approximately 9.3 hectares. SP22B is mainly in agricultural use for grazing. In the south western corner of the site is the existing Farmer Luxtons Farm shop and parking area.

4.85 There are a number of constraints within Parcel 5 which will affect the design and layout of the development. These are explained in the table below and shown on the accompanying map:

Table 7: Parcel 5 constraints

| | |
|--------------------------------|--|
| Woodlands, hedgerows and trees | The Stockley Valley forms a dense area of woodland and runs along the western boundary of the SP22A East site. Lowland mixed deciduous woodland is present here. These woodlands should be retained in development proposals. |
| Visual sensitivity | Parcel 5 is visually prominent, particularly in views from Dartmoor National Park, which is exacerbated by the physical separation from the existing urban area of Okehampton. Development in this parcel will need to mitigate against any potentially negative visual impacts from Dartmoor and the surrounding landscape. |



Access

- 4.86 Access already exists through the site. However, this is a narrow rural lane which forms part of the Devonshire Heartlands Way. This route has a reduced traffic role, serving the hamlets and existing farmsteads in the area.
- 4.87 Devon County Council has advised that access can be achieved to the development off this lane but that access points to both sides of Parcel 5 should be located at the western end to reduce the distance which vehicles travel along this highway. This will maintain the character and quality of the lane.
- 4.88 Opportunities should also be explored to provide internal highway access between Parcels 1 and 5 using the existing spur at the eastern end of the access road east of Higher Stockley Mead.



Land Use

Employment

- 4.89 Parcel 5 is allocated for predominantly employment uses where the overarching intention is to deliver a development with a range of job opportunities that are compatible with the rural nature of the site and its location within the Okehampton Hamlets.
- 4.90 Whilst the majority of this site should be used for employment, other uses may be acceptable but only where they enable the delivery of serviced employment land, increase the supply of jobs in the local area and/or contribute to local economic growth. In such circumstances, proposals for these employment enabling uses should clearly demonstrate that they have met these criteria, that they have no significant adverse impact on the town centre and that they are compatible with the surrounding employment uses.



Housing

- 4.91 The majority of residential development should be located within Parcels 2, 3 and 4 (in accordance with Core Strategy Strategic Policy 22). However, a small element of residential development may be appropriate within parcel 5 where it would help to deliver the employment land. Any residential development will need to be appropriately planned to ensure that it does not compromise the operation of surrounding employment uses. The scale of residential development acceptable will be dependent on the proportion of other uses to be accommodated on the site. This will need to be considered alongside any proposals on parcels 2, 3 and 4 of SP22A to ensure there is not a significant over supply or undersupply of the required amount of residential units and so that it does not compromise the delivery of other stated objectives. Any residential development in this area will be subject to the Core Strategy affordable housing requirements and will need to be otherwise acceptable in planning terms.



Public Open Space, Sport and Recreation

- 4.92 Within Parcel 5, the type and amount of open space and play areas required will be dependent on what uses come forward on the site and will be determined at the detailed planning application stage.
- 4.93 Where employment enabling residential development is proposed, Parcel 5 should make on-site provision for a Local Landscaped Area of Play (LAP). This will be necessary due to the distance from this site to the NEAP in Parcel 2 and other play facilities within the H4 allocated site. Early consultation will be required with the Council's Natural Environment and Recreation Team to determine the appropriate equipment to be provided.
- 4.94 There is an existing deficiency in playing pitch provision in Okehampton which has been identified in the Council's Open Space, Sport and Recreation Study 2007. Any residential development on this site will also generate a need for further provision. Parcel 5 should provide a commuted sum relevant to the level of any residential development proposed towards the provision of playing fields (including changing facilities) and maintenance so that suitable facilities can be delivered elsewhere in the town.
- 4.95 Parcel 5 is also expected to provide amenity space relevant to the level of any residential development proposed or a commuted sum equivalent to such provision and maintenance. Links should be promoted to any amenity space in Parcel 3 if this has been successfully delivered in this time.

Infrastructure

4.96 Detailed information about the infrastructure required and mechanisms for delivery is provided in Chapter 6. Parcel 5 will be expected to provide all relevant servicing and utilities infrastructure as listed in table 8 of Chapter 6.

4.97 There are a number of critical items of infrastructure which will need to be either provided for on-site or through financial contributions which are required in order to make the development acceptable. These are:

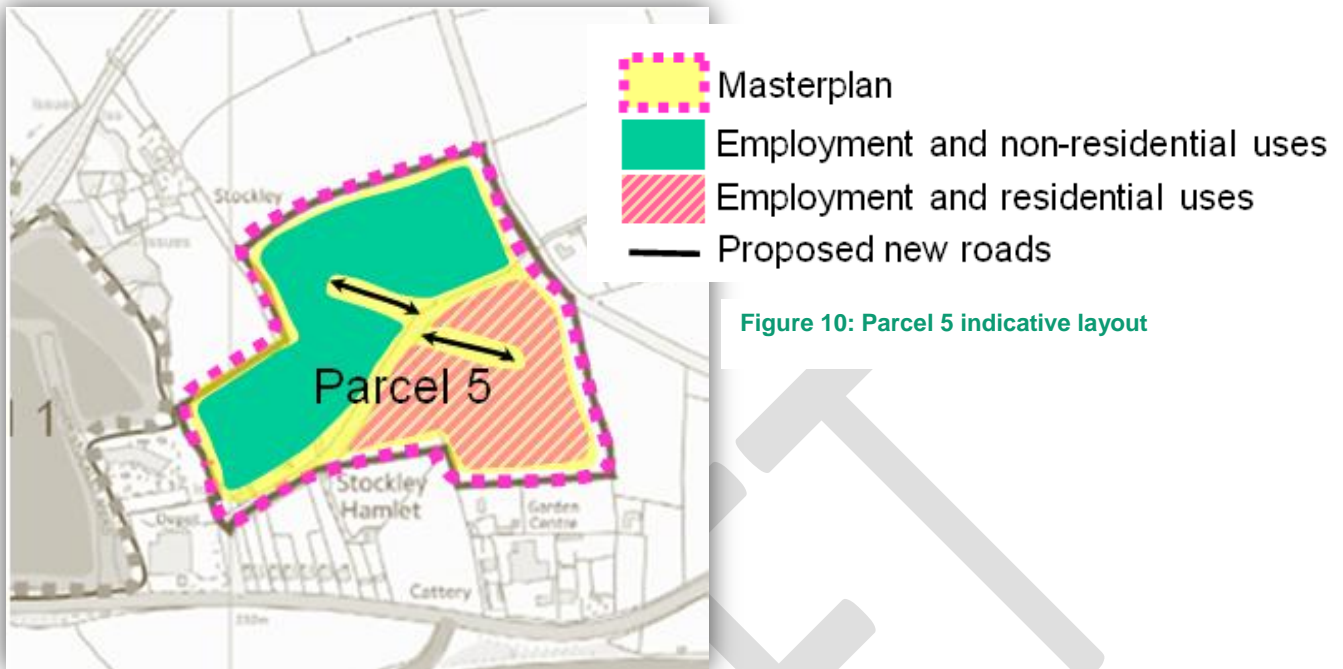
- Provision of town centre access road (if residential development is proposed);
- Contributions to new primary school facilities, including land acquisition costs (if residential development is proposed);
- Contributions to secondary school provision (if residential development is proposed)
- Primary healthcare provision (if residential development is proposed);
- Age appropriate equipped play and recreation areas (if residential development is proposed);
- Bus service provision to link the development with other parts of the town (if residential development is proposed)
- Enhancements/additional provision of playing pitches (if residential development is proposed)

4.98 There are further items of desirable infrastructure which would have benefits for the wider community and contributions to these may be sought where funding is available and where it can be justified that the development has a direct impact on its use.

Phasing

4.99 Development of this parcel is expected from 2018 onwards.

Indicative Layout



Consultation question 6:

Do you agree with the proposals for Parcel 5 (North of Stockley Hamlet)?

5 | Design principles

- 5.1 The NPPF stresses the importance of good design and the role it plays in creating positive environments for people to live in. As such, the Council wishes to see the following design guidance reflected in applications for development. This refers specifically to ED2, SP22A and SP22B and but can also be used as good practice on other developments coming forward in the Okehampton area.
- 5.2 From the outset, applicants will be expected to demonstrate how their proposals make the most efficient use of land through the appropriate design and layout of the new development proposed. The efficient use of land not only promotes good and coherent developments which minimises the need for Greenfield developments, it also improves the viability of sites and thus helps deliver necessary infrastructure.
- 5.3 It is understood that there are viability considerations that need to be taken into account in design and materials, but there are many cost effective options which can be used to achieve a high quality and distinctive design across all aspects of development. Applicants are encouraged to engage early with the Council in pre-application discussions so that a viable development can be achieved whilst still ensuring a high quality layout and design.
- 5.4 This section looks at the following areas:
 - a. Access and street layout
 - Vehicle
 - Footpaths and cycleways
 - b. Biodiversity
 - c. Boundaries
 - d. Broadband connections
 - e. Building materials and styles
 - f. Character areas and development densities
 - g. Open space provision
 - h. Orientation
 - i. Parking
 - j. Properties and their usability
 - k. Public transport
 - l. Site entrances
 - m. Sustainable energy
 - n. Sustainable urban drainage
 - o. Street furniture
- 5.5 Each of these categories contributes to reducing carbon emissions, achieving sustainable development, promoting safe and active communities and connecting the development with the surrounding landscape. They should be considered collectively and reflected in any application for development.

a. Access and street layout

Vehicle

- 5.6 The following requirements for the development should be incorporated within detailed planning applications for any of the identified parcels of land and specific advice in relation to this should be sought from relevant highway officers:
- Main routes should be built to a standard that is suitable for all types of vehicles required to serve the facilities within the development. This will include cars, buses, recycling and refuse vans and emergency vehicles. This list is not exhaustive and the main routes will need to ensure that they are accessible for all other types of vehicles which require access to the development at the detailed planning application stage.
 - Main routes should link easily to the main play and recreation areas and other key community spaces within the development.
 - Spaces for buses turning/circular routes and appropriate bus stops/shelters should be incorporated along the main routes.
 - Clearly designated cycle lanes should be provided as well as safe and generous pedestrian pavements.
 - Consideration should be given to the nature and siting of appropriate, safe pedestrian crossings on main routes that follow natural desire lines, link to footpaths and are well located in relation to services and facilities.

For each of these elements, discussion with the County Council should be held at the earliest opportunity to ensure appropriate provision is made.

- 5.7 From the main routes, a network of streets should be provided which feed naturally into the exterior areas of the development. Particularly within residential areas, a significant proportion of these streets should be designed as 'shared streets' where walking and cycling is given priority over the private car. Developers are encouraged to refer to the Manual for Streets (or successor) guidance as an example of best practice.
- 5.8 Apart from the main routes through the development, streets should be designed as subtly defined carriageways with no major strategic role. Highways should be designed to achieve an appropriate balance of priorities for walking, cycling and cars.
- 5.9 In most cases within the minor street network, cul-de-sacs should be avoided as they inhibit continual movement and connectivity throughout the development.
- 5.10 On both main routes and minor streets, natural traffic calming solutions should be used instead of winding road networks which promote a less efficient use of space and are uncharacteristic of the historical urban pattern of Okehampton. Options such as using pinch points, different road materials, pedestrian crossing points, on-street parking and landscaping should be explored to promote this.

Footpaths and Cycleways

- 5.11 It is vital that any new development is able to connect and integrate with the existing community, services and facilities available in the area.
- 5.12 This in part can be achieved by providing excellent footpath and cycle connections to allow the easy movement around the development, particularly between homes, play and open space areas, the neighbourhood centre and key facilities, employment areas, the wider countryside and existing footpaths and cycleways, and onwards into the town. Consideration should be given to natural 'desire lines' and, where possible, such routes should be overlooked with natural surveillance to create safe links. Paths situated to the rear of properties are actively discouraged as these have proven to generate crime.
- 5.13 The allocated sites have a mix of steep and gentle slopes and consideration must be given to how people with mobility issues can effectively use these routes. Options such as appropriately placed rest areas and routes which follow gentle inclines should be explored. Level footpaths and pavements should also be promoted wherever possible and unnecessary steps should be avoided. For ease of use by all types of users, cycleways and footpaths should be clearly segregated.
- 5.14 Specific requirements are listed below:
- All parts of the development should have safe and desirable footpaths and cycleways leading to the neighbourhood centre and key open spaces;
 - From Parcel 2, a pedestrian and cycle link should be created which connects directly to the existing footpath that runs to the west of the site at Chichacott Lane
 - From Parcels 1 and 5, pedestrian and cycle links should be provided to the Devonshire Heartlands Way
 - Internal footpaths and cycleways between the northern parts of Parcel 4 and Parcel 2.
 - Internal footpaths and cycleways between the southern part of Parcel 4 and Parcel 3.
 - Pedestrian and cycle access should also be possible from the station and ED2 to the existing rail overbridge to link with Hameldown Road
 - Developers are encouraged to provide safe and secure covered cycle storage as part of the new development, particularly at the neighbourhood centre;
 - Disability Discrimination Act (DDA) compliant pedestrian and cycle access.
- 5.15 The plan on the following page shows indicative walking and cycling routes for both SP22A, SP22B and ED2:

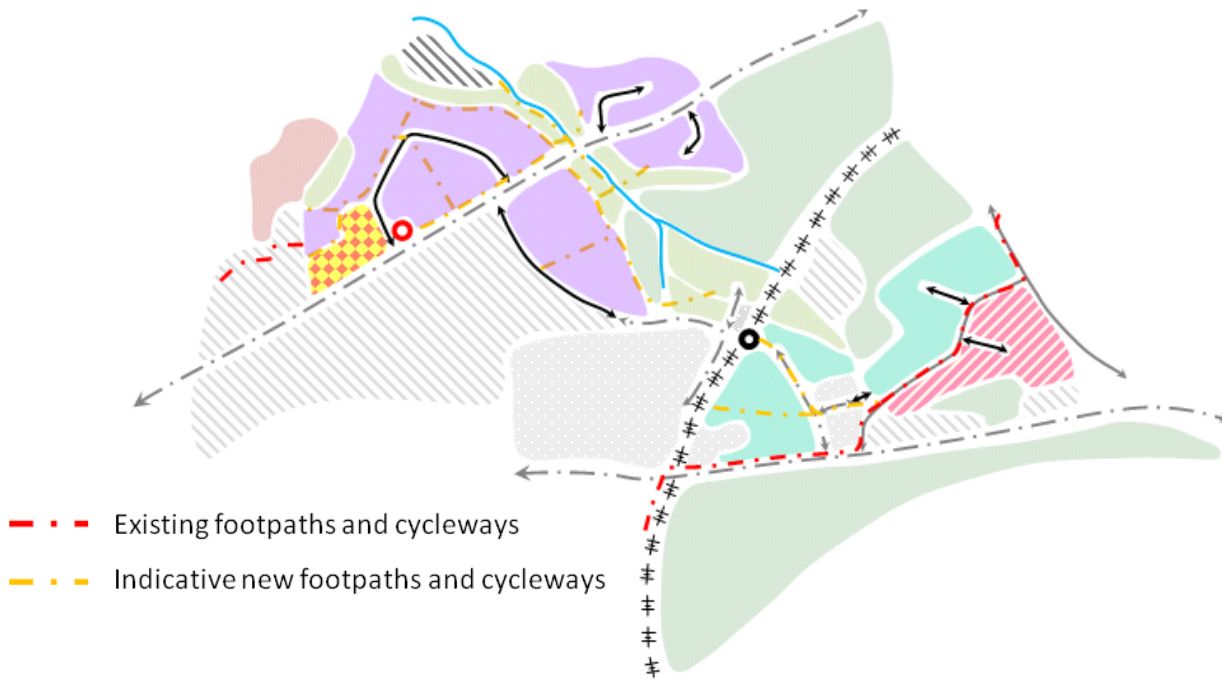


Figure 11: Indicative footpaths and cycleways

b. Biodiversity

5.16 Chapter 4 identifies the key sensitivities and constraints on the different parcels of land. In particular, it notes the presence of woodlands, hedgerows, trees, hedge banks and watercourses which currently act as important wildlife corridors, as well as providing an important contribution to the landscape.

5.17 In particular, applications for development will need to have regard to the following:

- a. On all sites, woodlands, hedgerows, hedge banks, trees and watercourses should be retained and enhanced to provide continuous and varied open space networks for wildlife whilst also enriching the public domain. In any circumstances where these are likely to be breached to achieve access, these should be limited in their extent and appropriate alternative wildlife corridors should be provided.
- b. There are opportunities for structural and less formal tree planting in all parcels of the development. Structural planting provides benefits in terms of improvements to air quality, local ecology, wildlife corridors and overall design quality. In particular, native trees typical of the area and appropriate to the ground type in the specific planting area should be used, which will be determined at the detailed planning application stage.
- c. Sufficient buffering of hedgerows, hedge banks and woodlands should be ensured for minimal disturbance of the wildlife corridors, recognising the importance of maintaining them as unlit corridors.

- d. Opportunities to maximise the biodiversity value of open space, footpaths, cycleways and allotments will be sought in terms of their connectivity, planting and maintenance (e.g. by including fruit and nut trees). This applies in particular to the multi-function space envisaged through the Stockley Valley which should be designed as a corridor with varied habitats benefiting wildlife which can be enjoyed by new and existing residents alike.
- e. Within the buildings themselves, opportunities will be sought to incorporate inbuilt provision for bats and birds, with the provision sensibly located or grouped to support various species (e.g. located to provide easy access to linear features or wooded areas, or grouped as some bird species prefer).
- f. The use of the site by protected species, particularly bats and dormice must be established by detailed surveys prior to any application submission, and mitigation effectively incorporated into the design of the site, including aspects such as layout, hedgerow and habitat management, lighting, and open space management.

5.18 In accordance with the Core Strategy, all applications will need to demonstrate any potential impact on wildlife and biodiversity value and mitigation and enhancement measures will need to be put in place as required. A Landscape and Biodiversity Management and Monitoring Plan should be provided at the detailed planning application stage.

c. Boundaries

5.19 Boundary treatments are essential in providing clear definition to public and private spaces, can increase security for households and help to reinforce local character. Well designed boundaries can contribute positively to the overall character of the development and help to strengthen the local street scene.

5.20 The choice of boundary treatment in the new developments should reflect local character and the different areas within the sites. Consideration should be given to the use of either hard or planted boundaries and thus to the species, materials, height, colour and maintenance required to ensure that the quality of the street scene is not compromised by the choice of boundary treatment and that such boundaries are appropriate to the different uses. In the more densely built parts of development, there should be a strong street frontage, typical of the character of Okehampton and West Devon whereas softer frontages may be appropriate on the more edge of town, less dense sites.

5.21 For boundaries that front public areas, new stone faced Devon banks are encouraged wherever possible and existing Devon banks should be retained and enhanced. This has ecological benefits by ensuring that there are sufficient wildlife corridors throughout the development as well as reinforcing local character and the quality of the public realm. Buildings should be located a suitable distance away from existing tree corridors to avoid the over-shading of nearby properties, future pressure for tree works and the risk of falling mature trees.

5.22 The type of rear boundary treatment is also important so that the overall character of the area is not compromised and private gardens are of a good quality. If hedging is promoted in these areas, the Council will expect the provision of an initial supporting structure (such as railing or wire) to assist in establishing the hedge. Rear boundary treatments should avoid the use of close board fencing.

5.23 The development of the different parcels provides many opportunities for structural tree planting. This planting is characteristic of existing parts of the town and Hamlets where there is a very strong tree presence (e.g. Chichacott is very green and there are strong lines of mature beech along the upper part of Exeter Road). This should include the planting of native trees typical of the area. Further information can be obtained from the Council's landscape officer when considering the appropriate species and mix. The Council encourages pre-application discussions to ensure existing and proposed landscaping is designed into any scheme from the outset.

5.24 Given the edge of town location of the new development, it is important that this transitional character to the surrounding countryside is acknowledged through the use of appropriate landscaping. Therefore more natural forms of hard landscaping will be encouraged which also help with site drainage and biodiversity. This would include for example gravel or grasscrete rather than tarmac for areas such as parking spaces. Shared surfaces should be used wherever possible and these surfaces should be permeable to help with drainage.



5.25 Specimen trees are encouraged within the highway and should be used to soften the built form and also provide natural traffic calming through pinch points etc. Details of engineered tree pits should be discussed with the Council's landscape officer as part of the detailed application stage. Swathes of planting are encouraged through the development to provide a visual presence as well as functioning as green corridors.

d. Broadband connections

5.26 Okehampton is due to benefit from fibre network connections to superfast Broadband. It is important that new development is able to use this resource when it is available and be connected to the town's network supply. The most cost-effective option is to include these fibres as part of the construction of the development rather than fit these retrospectively. Developers are strongly encouraged to include this provision within the development of all parcels of land within the allocations.

5.27 Developers should refer to the published Openreach developer guidance available on the BT website.

e. Building materials and styles

5.28 The overarching aim of the Masterplan is to achieve a high quality, locally distinctive development which embodies the enduring character of the town and the hamlets whilst creating a sustainable development of its time.

5.29 There is a diverse range of architectural styles present in Okehampton and the Hamlets, with no one dominant style. Within the historic core of the conservation area there are examples of Georgian, Victorian and Edwardian architecture. Typical characteristics of these properties include the following and help to contribute to a mix of texture and interest within the built form:

- Sash windows
- Bay windows
- Mullions
- Quoins
- Gable roofs with third floor living in the roof space
- Window lights in gable end
- Slate roofs
- High density terraced housing
- Variable roof heights and orientation

5.30 The town centre itself is relatively contained, with the main areas comprising Fore Street, the Arcade, Red Lion Yard and School Way. Residential development in the town centre, particularly along Northfield Road and North Street is typical of the dense development of its time, with long terraces and carriageway arches to rear parking. Slate is the common roof material and buildings are typically rendered with heavy painted concrete window sills. Stone is more commonly used on ancillary buildings (for example garages, walling and banks and on public and more status buildings such as the old schools and Town Hall).



5.31 It is not the role of the masterplan to comment on the merits of the various styles present in the town but to ensure that new development has a strong identity to the town and Hamlets through high quality design and construction methods.

5.32 It is not necessary for new development to replicate the urban form of the past but to take inspiration from the qualities of the historic built environment. The Council will encourage developments which successfully integrate features of the past with innovative, sustainable and modern design and construction methods that have reference to local vernacular and form.

5.33 Colours, materials and features used on individual buildings, rooftops and surfaces are all important in helping to achieve a high quality development that is distinctive to the area and contributes to achieving a sense of place. The following should be taken into consideration.

Materials

5.34 Typical materials that have been used historically in the Okehampton area are natural slate, stone and render. New development should aim to incorporate these locally sourced materials in buildings, rooftops and surfaces wherever possible. The use of render has also featured on more recent 20th century developments in the town and more modern sustainably sourced materials can be incorporated effectively into new developments where they are in keeping with the style of the area and can complement the more traditional materials.

5.35 Natural slate should be used on roof surfaces. Ideally, a mix of differing natural slates will be used throughout the new development to provide texture and interest to the roofscape. This is particularly important for the views into the site from the Dartmoor National Park and wider countryside. Concrete roof tiles will be resisted.

5.36 Where natural stone is to be used, particularly on key buildings and vistas, it should be randomly laid in lime mortar. Natural stone is encouraged on ancillary buildings and boundaries (for example on garages where the house is rendered). Brickwork will be discouraged as it is not typical of the local style.

5.37 The 'fabric first' principle must be applied to all new development. This means the need for energy is reduced at the outset through good construction and the use of appropriate materials is key to this. This should be supported by overall energy efficient design which incorporates high standards of insulation, glazing and ventilation.

5.38 Some materials (such as some mixes of self-coloured render) which have been used on recent developments have led to premature ageing of buildings and staining due to the weather and the Council is keen to avoid the continued use of such materials and techniques. The Council will actively encourage the use of materials which will weather appropriately over time and contribute to the long-term attractiveness of the development. The highest specifications of design and materials possible will be sought across the development.

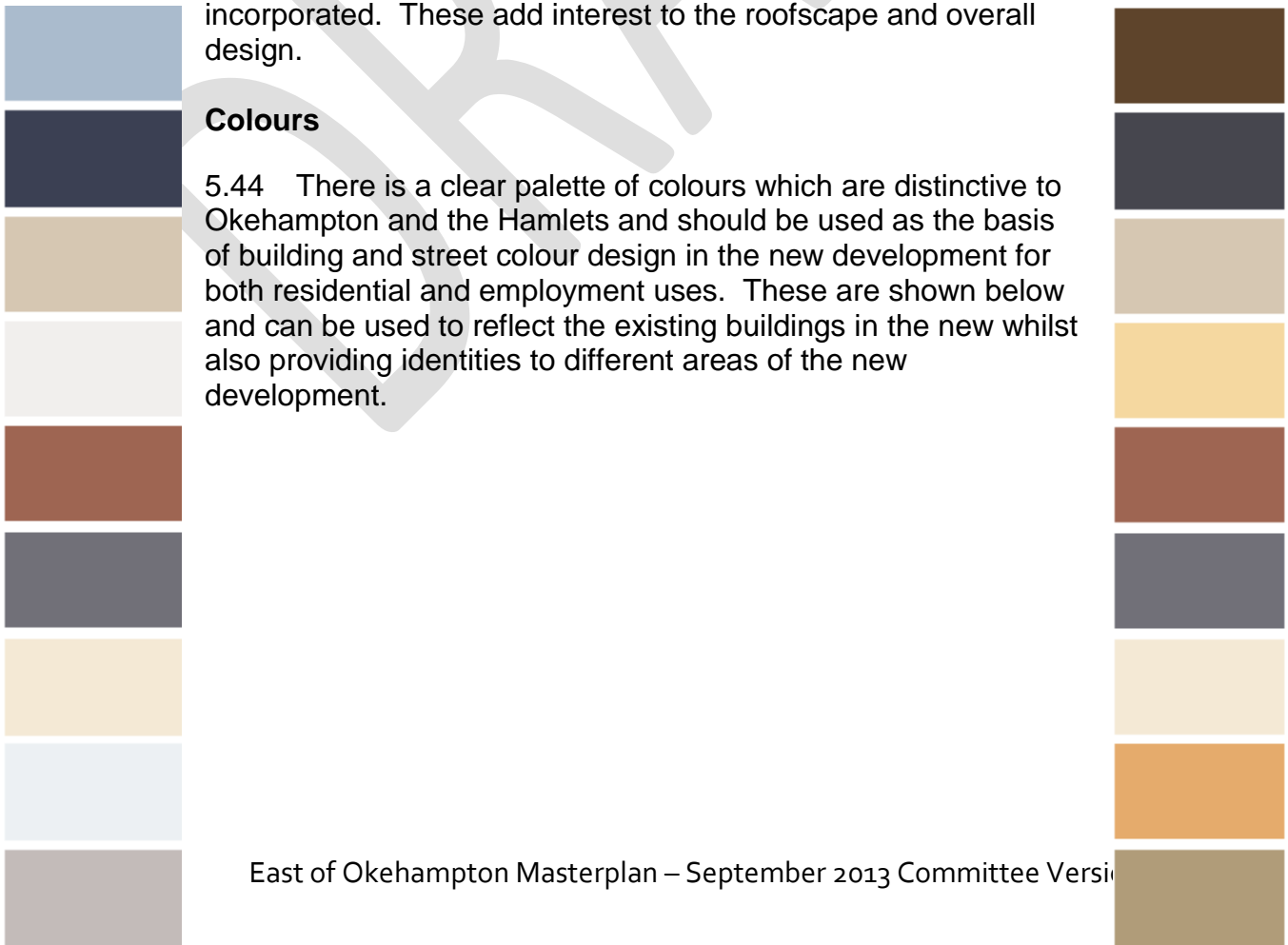
Building form



- 5.39 The provision of two storey houses is considered to be appropriate for development to the east of Okehampton. Well-proportioned two storey dwellings with third floor living in the roof space may be considered appropriate but only in locations where they do not compromise the amenity of neighbouring properties (i.e. by overlooking), have minimal impact on the landscape and contribute in a positive manner to the quality of design of the local street scene. On these properties, there should be gable end windows and/or dormer rooflights.
- 5.40 Where possible, split-level properties and level changes internal to houses should be explored to address the more extreme topography in some areas of the site in order to avoid large retaining structures externally.
- 5.41 All properties should have access to a reasonable amount of private open space. Larger properties in particular should make provision for good sized gardens. Where apartments and collections of smaller properties do not have access to high levels of private open space, they should be well located so as to ensure easy access to community spaces and play areas or the creation of roof gardens should be promoted. Roof gardens can add vital private amenity space for residents as well as help to contribute ecological value to buildings.
- 5.42 As is typical of the character of Okehampton, roof pitches should be steeper with a narrower plan form.
- 5.43 Solid fuel heating through multi-fuel burners etc is being increasingly demanded and incorporated back into new buildings. Where this occurs either internal chimneys of a local design or flues where appropriate (on more contemporary properties) should be incorporated. These add interest to the roofscape and overall design.

Colours

5.44 There is a clear palette of colours which are distinctive to Okehampton and the Hamlets and should be used as the basis of building and street colour design in the new development for both residential and employment uses. These are shown below and can be used to reflect the existing buildings in the new whilst also providing identities to different areas of the new development.



These colours are typical of those found in the residential urban edge of Okehampton, and are relevant to the Traditional Okehampton Character Area explained in more detail in section (f).

These colours are typical of those found in the residential hamlets areas, and are relevant to the Rural Hamlet Character Area explained in more detail at section (f).

Windows

- 5.45 The design and placement of windows can make a strong contribution to the local character and quality of the development. They should be designed and located in ways which add significant detail and distinctiveness to buildings and maximise opportunities to overlook the street and open space.
- 5.46 Across Okehampton, the types of windows that have been used on buildings vary considerably and therefore the design of windows within the new development should focus on being in keeping with the overall style that the development is keen to promote, being mindful of how they contribute to individual dwellings and the wider street scene.
- 5.47 Both the size and positioning of windows are important in maximising the provision of natural light and solar gain into buildings. The use of well proportioned and well positioned windows is strongly encouraged as it reduces the requirements for artificial lighting and therefore improves the energy efficiency of the building.
- 5.48 All elevations should contain windows that are located in a considered and well proportioned manner. Blank elevations should be avoided as windows offer natural surveillance opportunities and therefore help to prevent crime and anti-social behaviour.

5.49 Simple casement windows are encouraged and should be considered as an integral part of the design of the development. The use of stick on glazing bars will not be acceptable.

5.50 Wherever possible, window frames and doors should be constructed with sustainably sourced timber, particularly on key and focal buildings.

f. Character areas and development densities

5.51 The purpose of identifying character areas is to ensure a variety of design and layout so that different parts of such a large development are distinctive whilst being cohesive. These character areas are not intended to be overly prescriptive, but seek to provide guidance to inform high quality design.

5.52 There are distinct areas within the sites where different character areas will be applicable. Indicative layouts and illustrations setting out how these character areas could be interpreted are shown in Figure 1.

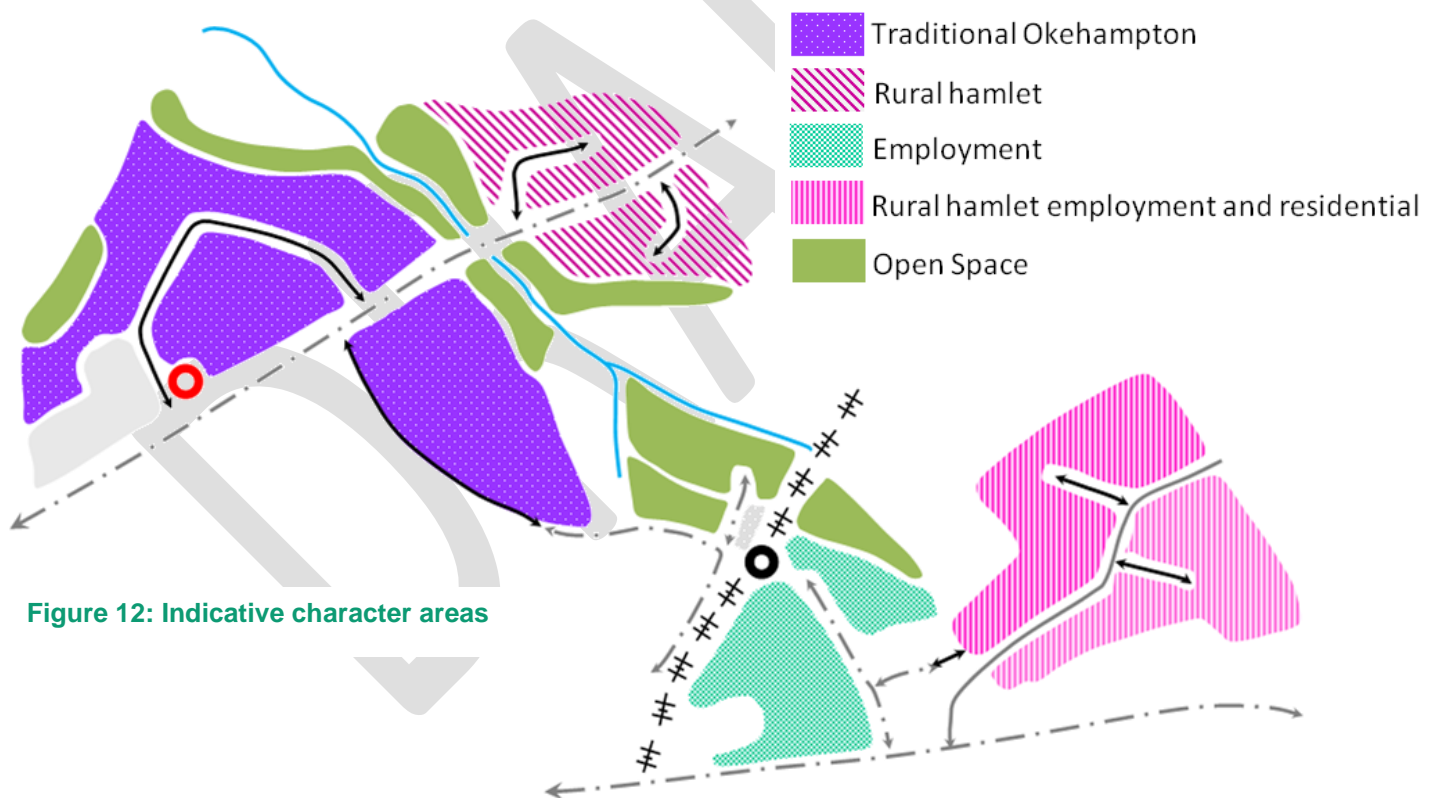


Figure 12: Indicative character areas

5.53 The Council has an adopted policy (SP6) to manage the density of housing development. This policy states that developments at less than 30 dwellings per hectare will generally be resisted but that lower densities may be acceptable where there is an existing strongly defined low density character.

➤ Traditional Okehampton Character Area

This character area should contain a mix of detached, semi-detached and terraced housing types that are generally two storeys in height. An element of properties which contain third floor living within the roof space, reflecting the character of the town centre, will also be appropriate where the amenity of neighbouring properties is not compromised (i.e. by overlooking), there is minimal impact on the landscape and where such properties contribute in a positive manner to the quality of design of the local street scene. On these properties, there should be gable end windows and/or dormer rooflights. The differing topography in these areas may also lend itself to an element of split level housing.

There should be a higher density of dwellings along the main routes within this character area, reflecting the proximity to public transport routes, education and community facilities. There should be a strong built frontage along the main roads through the development. Key/focal buildings should be located along the main routes and around the neighbourhood centre.

Streets should be laid out in a compact built form which is similar in character, form and layout to the residential neighbourhoods in the centre of Okehampton. They should be designed as subtly defined carriageways and should not have a major strategic role.

➤ Employment Character Area

This area should accommodate units for medium sized manufacturers, light industry, storage facilities at a range of scales, office space and the service and tourism sector. There is existing vehicular access to this area that is capable of accommodating HGV's. Proposals for service and tourism sector and any other commercial uses will be supported where there is no significant adverse impact on the town centre.

The design of the building should complement the Okehampton Business Centre already on the site. Service areas, storage, parking and turning arrangements will need to be developed within any planning application that is submitted.

Where possible, development should provide a well defined and high quality frontage along Exeter Road, being sensitive to views from the Dartmoor National Park and helping to strengthen this as one of the arrival points to the town and promoting the excellent links to the A30.

➤ Rural Hamlet Character Area

Dwellings in this character area should be appropriately grouped or clustered in an inward facing manner around a central courtyard or green space reflecting the rural hamlet characteristics of the farmsteads in the area. Typically these clusters will comprise of one larger unit/higher status building set within a larger curtilage (to replicate the traditional farm house), with a smaller grouping of buildings to reflect traditional barns, thereby creating a range of different housing types.

This character area should have strong pedestrian and cycle links to the Stockley Valley and to parcels 2 and 3, as well as good access to the surrounding countryside.

Hedgerows and existing trees should be a positive and strong feature of the built form, supplemented by additional planting, particularly along the boundaries, to create a strong landscape structure within which the development sits.



➤ Rural Hamlet Employment and Residential Character Area

Within this character area, uses that will be appropriate should reflect the rural setting and include small workshops, live/work units, light industry, artisan and craft workspace, small office and storage development, agricultural/farming related businesses and a small proportion of residential dwellings. To promote a tight knit and enterprising community, these types of units should be set within easily accessible clusters.

Development should be of a design that reflects and respects the visual sensitivity of the site from the Dartmoor National Park. Buildings should be designed so as to be as minimally intrusive in to the landscape, whilst promoting a strong association with the surrounding landscape. Buildings should be more rural in character and should incorporate distinctive landscaping features of the existing trees and hedge banks. Appropriate natural building materials are encouraged wherever possible.

Where residential units are promoted to facilitate the delivery of serviced employment land across the remainder of the site, they should be located in the southern area of parcel 5, to the north of Stockley Hamlet and should reflect the characteristics of the Rural Hamlet Character Area above. Any residential development should not compromise the operation of surrounding employment uses.

g. Open space provision

- 5.54 This includes sports, play and recreation areas, allotments, community gardens, orchards and informal spaces.
- 5.55 The NPPF states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. The Council will require an appropriate proportion and quality of play areas and open spaces to be provided to meet this national policy objective.
- 5.56 The type and amount of open space to be provided in the allocated sites should be discussed with Council officers as part of the pre-application discussions to ensure that it meets locally identified needs and is complementary to existing facilities in the town.
- 5.57 Open space and recreation facilities are important to the quality of life of people who live, work and visit the area. Within the new developments, there is a requirement to provide easy and safe access to good quality, recreational space. The nature and scale of these open spaces should be appropriate to the location, topography and character of the area and discussed with Officers at the pre-application stage.
- 5.58 The location and siting of open spaces should be integral to the development. They should be well related to nearby development to provide natural surveillance and help to create safe and secure environments which do not attract nuisance behaviour. It is expected that there should be a mix of formal and informal spaces across the site to provide a variety of opportunities for the local community to enjoy.
- 5.59 New play and recreation areas, open spaces and footpath and cycle links should complement the facilities already provided in the town, and integrate the new development effectively with the existing town.
- 5.60 Where allotments, community gardens and orchards are proposed, these should be easily accessible and well connected to footpaths and cycle ways and, where possible, formal public transport routes. The location of allotments should have regard to the topography, orientation and local soil conditions so as to maximise the opportunities for community food production.
- 5.61 Applications for residential developments should be accompanied by a Landscape and Biodiversity Management and Monitoring Plan. This will need to address the layout and function of public open spaces and make appropriate arrangements for their long-term management and maintenance.

h. Orientation

- 5.62 Buildings should be orientated in a manner which takes into consideration the following:
- **Local topography and contours:** within the sites are areas of challenging topography. This will have a significant influence on the design of the development.

- **Opportunities to maximise solar gain:** facing the most frequently occupied rooms towards south will maximise use of the sun's heat whilst minimising the loss of energy.
- **Well related to street layout:** providing an active frontage and natural surveillance.
- **Focal points:** local focal points should be located where they attract the attention and encourage people to move through the development, provide visual interest and positively contribute to the quality and interest of public spaces and streets.
- **Respond to external views:** in particular the outward views towards the Dartmoor National Park, Ball Hill and Abbeyford Wood should be a primary consideration in establishing the layout of streets, buildings and open space.
- **Weather protection:** recognising the degree of exposure to typical weather conditions

i. Parking

- 5.63 Within the rural area of West Devon, it is acknowledged that there remains a high dependency on the private car. As such, it is important to ensure that adequate car parking is included within the scheme without compromising the overall design quality and layout.
- 5.64 The layout and location of parking areas is a key feature that can affect the overall quality and functioning of the development. It will be important to ensure that parking does not dominate the street scene and that an appropriate balance is reached between incorporating sufficient parking spaces to serve the new development whilst reflecting the character of the area. Parking provision should be considered as an integral part of the design and layout of new development.
- 5.65 The Council would wish to see as much on-plot parking as is compatible with the design and layout and character area principles. This should be provided in close and convenient proximity to the buildings and dwellings which it serves for people going about their daily business.
- 5.66 Elsewhere, the Council would wish to see a mix of parking arrangements appropriate to the use of the sites and the different character areas envisaged by this masterplan:
- Courtyard parking should only be considered where it can be demonstrated that is an efficient use of space and is overlooked by surrounding properties. Courtyards should be well related to residential units with easy and safe footpath access to properties. Spaces should be clearly demarcated to avoid confusion for residents and visitors about parking arrangements.
 - Provision for disabled parking. Manual for Streets recommends that 5% of parking spaces are designated for disabled people and this should be considered as best practice within the development.
 - Adequate provision for public use car parking (e.g. visitors, care providers, delivery vehicles, car club etc).
 - Adequate parking (approximately 60-70 spaces) should be provided around the railway station, alongside safe bicycle storage. Additional parking spaces should be provided as required for other uses at the Hub.

- At appropriate locations in the development, particularly at the Hub and station, provision should be made for electric car charging points. It should be possible to incorporate such facilities within individual residential units in the future and this should be considered at the design stage.
- Options for integrated on-street parking should also be explored and designed so as not to dominate the street scene whilst ensuring safe pedestrian access along the building line.
- Flats are not expected to make up a significant proportion of the housing stock but where they are used should be in keeping with the local character of the surrounding properties. Flats over garages (FOGs) can contribute to the mix of housing within a scheme as well as providing parking for its accompanying properties. It may be appropriate in some situations to provide access to courtyard parking beneath these units, offering natural surveillance. Consideration to the suitability of this type of property within the scheme and how the parking arrangements for the site can be delivered should form a key part of the design and layout.
- Ad-hoc street parking should be discouraged through subtle design, boundaries and landscape features.

j. Properties and their usability

5.67 Of importance to the community of Okehampton is to ensure that all new development is designed with the practicalities of day to day living in mind. As such, the following should be considered within the overall design of development:

- Private gardens should ideally be as level as possible and offer opportunities to maximise the enjoyment of the outdoor space and provide the chance to dry washing outside. The positioning of gardens should be determined through the orientation of the development to maximise natural daylight. Gardens should be screened with appropriate boundary treatments (see section (c)) and be safe and secure areas for residents to enjoy;
- Arrangements for the storage of refuse bins should be well related to properties and be located so as not to dominate the street scene. Collection points should ideally not require the transporting of bins through the house;
- Road layouts and parking arrangements should not compromise the access and turning of emergency vehicles;
- Ensuring appropriate provision of indoor or outdoor drying areas;
- Where garages are provided, they should be adequately sized so that they can accommodate a family sized car and be integrated or well related to the property;
- Providing facilities and space for general storage, e.g. dedicated storage areas or attic areas;
- Arrangements for waste collections and street cleaning (see Council guidance at www.westdevon.gov.uk).

k. Public transport

5.68 It will be important that the new developments are served by public transport to provide access to the town centre and offer sustainable travel options for the new development.

Within Parcel 2, it will be particularly important to ensure that the bus service serves the neighbourhood centre and school. Consideration should be given from the outset to the design of roads that are able to accommodate bus movement and turning.

- 5.69 The Council encourages developers to engage with Devon County Council at the early stages of the design preparation to discuss the provision of a bus service for the new development. These discussions should look at how the service can link into existing operational routes, agree details of routes and understand appropriate highway specifications and turning facilities.
- 5.70 All parts of the development should be accessed by easy, safe and attractive walking routes, ideally within 400m of a bus stop which is appropriately sited within the development. The most convenient location for a bus stop is often at a road junction so that it is able to connect to a number of pedestrian routes and well related to appropriate pedestrian crossings. Bus stops and the railway station should be easily accessible to take account of the mobility needs of all individuals. This should be encouraged wherever possible.

I. Site entrances

- 5.71 Parcels 1 - 5 are situated along main routes into the east of Okehampton. Currently, these sites form part of the rural landscape and, as they are developed, the nature of these approaches will change to a more urban setting. It is therefore important that however these sites are developed, the entrances need to be safe, attractive and sensitive to neighbouring properties, uses and landscapes.
- 5.72 In particular, these site entrances should be developed in accordance with the following principles:
- Where buildings are located directly adjacent to Exeter Road or Crediton Road they should provide a cohesive street scene and acknowledge the scale and character of neighbouring properties and the transition from the countryside to the town.
 - In Parcel 1, new development is encouraged to have suitable amounts of visibility from the main road. In these instances, the Council would expect the buildings to be of a design that complements the site's setting and incorporate suitable landscaping.
 - On both sites, the entrances should act as a transition between the rural and urban landscapes by being fully interspersed with a strong landscaped frontage.

m. Sustainable energy

- 5.73 Core Strategy Strategic Policy 2 requires all new developments above 10 dwellings or 1,000 sq m of non-residential development to generate at least 10% of its energy from decentralised and renewable or low carbon sources and this will need to be demonstrated in the planning applications.
- 5.74 The Council is mindful of the progression of building regulations towards zero carbon development and would expect high levels of energy efficient and sustainable design so far as is compatible with the overall viability of the site.

- 5.75 As referenced in part (e) of this chapter, the ‘fabric first’ principle to energy efficiency should be applied, with the focus being on maximising solar gain whilst minimising the loss of energy.
- 5.76 The orientation, design and layout should promote the integration of renewable micro-generation, such as installation of solar pv and solar thermal panels. Where the viability of the development does not permit this, ‘future proofing’ should ensure that roof structures, wiring and hot water tanks can accommodate technologies at a later date.
- 5.77 The indicative total of 900 homes and proposed community and employment uses provides scope to investigate the feasibility of decentralised distributed energy networks and their viability. It is recognised that the allocated sites will be built out in a phased manner and it is therefore important that early phases of development do not preclude the later development or extension of distribution networks.
- 5.78 The following aspects of delivery should be fully explored:
- Where development is occurring concurrently, or where the developer interests are known, a collaborative approach will be expected so that the cost of installing distribution networks and generating technology is spread evenly across the phases.
 - In cases (for example because of market conditions, detailed site viability etc) where it is not possible to deliver low carbon energy supplies, infrastructure to enable the retrofitting of low carbon energy supplies will be expected – for example, installation of pipe work. This will enable properties to connect to a decentralised network even if it is not operational until later phases.
 - Solutions that can be delivered for groups of buildings or at the whole site level.
 - The degree to which distribution networks can be retrofitted into nearby development.
 - The impact of the technologies on the amenity of the site and surroundings.
 - Arrangements for the longer term management of the technology and energy supplies.

n. Sustainable urban drainage

- 5.79 Infiltration and ground investigations should be undertaken early on in the planning process to understand the drainage issues of the development sites. For each phase of development, the Environment Agency encourages a Sustainable Urban Drainage systems (SUDs) plan to be prepared to demonstrate how the development will address surface water conveyance and storage.
- 5.80 SUDs will need to be used to reduce the rate and volume of surface water run-off as a result of the development. Options such as swales, open drainage features and filter drains for surface water conveyance are encouraged and detention basins, permeable paving or soakaways for surface water attenuation and/or infiltration should be explored. These will need to be capable of accommodating storm water and made with robust

features which are able to cope with drainage system blockages and other unforeseen circumstances.

5.81 SUDs can also offer benefits for the local environment and biodiversity of the development, alongside improved flood management. There are opportunities to integrate SUDs with wider landscaping and open space provision and this should be considered at the early stages of design.

o. Street furniture

5.82 Street furniture includes features such as signage, lighting, benches, bollards, public art, bus and railway shelters, waste bins, dog fouling bins and any other pieces of equipment which are situated on streets and within open spaces.

5.83 In line with Government guidance, the Council is keen that there is not an over dominance of street furniture and that the overall design pays careful consideration to a clean and clutter-free street scene. It is particularly important that any street furniture proposed as part of the new development is appropriate to the more rural setting of the sites. The following principles should be taken into consideration:

- A bespoke approach using local materials and styles that reflects the rural nature of the development areas
- Signs should only be used where they serve a clear function
- The positioning and style of street furniture should be considered as part of the overall design of the development and where used should be attractively located around the development.
- Where possible, street furniture should be incorporated within the actual building design (e.g. signs erected on buildings or boundary walls).
- Street furniture should be appropriately located so that it does not encourage inappropriate behaviour, thus affecting the quality of life of local residents.
- Street lighting should be used only in so far as it is essential for road safety and security. This should be in the form of low level lighting with downward firing to ensure that limited light escapes into the sky. Opportunities for a 'dark skies' element should be explored to respect local ecology. Applicants are referred to the County Council's policy for Street Lighting for Carbon Reduction which is available on their website – www.devon.gov.uk.

Consultation question 7:

Do you support the design aspirations of the masterplan?

6 | Delivering the development

- 6.1 This masterplan seeks to achieve an ambitious and exciting development for Okehampton and the Hamlets which involves the delivery of new homes, local employment opportunities, new primary education facilities and traffic infrastructure in the town.
- 6.2 To achieve a well serviced and comprehensive development, there needs to be an appropriate delivery and phasing plan. This will help to ensure that funding from the new homes is available at necessary intervals to bring forward the infrastructure required.
- 6.3 Chapter 4 highlighted the infrastructure required to support the development of each parcel of land. This section provides further detail on the delivery organisations and type of contribution required.

a. Infrastructure requirements

- 6.4 Infrastructure planning is an essential part of the plan-making process. It enables the Council to ensure that any new development which takes place is supported by the right level of infrastructure at the right time and that new development contributes positively towards this.
- 6.5 This chapter updates the Okehampton section of the “2010 WDBC Infrastructure Delivery Plan”. This information will be regularly monitored through the development of the allocations to ensure that the required infrastructure is being delivered and that all infrastructure requirements are up to date. Any updates will be made as necessary through the regular monitoring reports that the Council prepares. Any applications for development across the allocation should refer to the most up to date version of this information.
- 6.6 The generic infrastructure requirements associated with the development of the allocated sites are set out in Table 8 below. This covers all types of infrastructure required to make the development accessible and useable. This includes on-site roads, technological connections and utilities.
- 6.7 Affordable housing is not included within any of the following tables. It should be provided as part of the development in accordance with Core Strategy Strategic Policy 9.

Table 8: Servicing and utilities infrastructure – all parcels

| Infrastructure Item | On-Site Provision / Financial Contributions | Lead Delivery Organisation |
|--|---|----------------------------|
| Sewage treatment and water resource facilities | On-site connections to sewerage and water distribution networks | South West Water |

| | | |
|---|--|---|
| | Financial contributions to Sewage Treatment Works | |
| Energy supply | On-site provision of cables and/or pipework connections to local energy supply | Western Power Distribution Wales and West Utilities Other energy supply companies as required |
| Telecommunications (High Speed Broadband and Telephone) | On-site provision of fibres and connections to local interchange | WDBC / DCC |
| Provision for waste disposal and recycling facilities | On-site | WDBC / DCC |
| Sustainable Urban Drainage systems | On-site | WDBC |
| Highways infrastructure | On-site | Developer DCC |
| Walking and cycling routes | On-site | Developer |
| Landscaping and informal open space provision | On-site | Developer |

6.8 The following table summarises the critical infrastructure requirements and sets out the broad timescales for their delivery. These elements of infrastructure are considered to be *critical* to the development of new homes as without which there will be an overburden on existing resources. As such, they are needed in order for the development to take place. The infrastructure items are not listed in any order of priority in order to ensure there is flexibility when negotiating planning obligations.

Table 9: Critical infrastructure – all parcels

| Infrastructure Item | On-Site Provision / Financial Contributions | Funding Sources | Lead Delivery Organisation | Indicative Delivery Timescales |
|--|---|-------------------------|----------------------------|--|
| Provision of link between Exeter and Crediton Road | Financial contributions | Developer contributions | Developer DCC | To be delivered by completion of the first parcel |
| Provision of right hand turn lane on Exeter Road | On-site provision | Developer contributions | Developer | Alongside the completion of the link road between Exeter and Crediton Road |

| | | | | |
|--|---|---|---------------------|---|
| Provision of town centre access road | Financial contributions | Developer contributions Local Transport Plan 3 Central Government transport infrastructure grants | DCC | By completion of all parcels |
| Education provision <ul style="list-style-type: none"> • Approx. 1.7 hectare site for primary school within SP22A | On-site provision | Developer contributions | DCC* | As part of Parcel 2 (2014-2018) |
| <ul style="list-style-type: none"> • Enhancements / extensions to Primary School provision | Financial contributions | Developer contributions | DCC* | Ongoing through plan period as required |
| <ul style="list-style-type: none"> • Enhancements / extensions to Secondary School provision | Financial contributions | Developer contributions | DCC* | Ongoing through plan period as required |
| Primary healthcare provision (to meet the needs of the increase in local residents) | Financial contributions | Developer contributions | NHS England | Ongoing through plan period as required |
| Age appropriate equipped play and recreation areas** | On-site | Developer contributions | Developer | Ongoing through plan period as required |
| Provision of bus service to serve new development | Financial contributions On-site provision of bus stops | Developer contributions | DCC Bus operator | Ongoing through plan period as required |
| Enhancements to / additional provision of playing pitches** | Financial contributions | Developer contributions | Developer | Ongoing through plan period as required |
| Site for railway and car park | On-site | Developer contributions | Developer | As part of Parcel 1 (2014 ongoing) |
| East of Okehampton Railway Shelter | Financial contributions | Developer contributions Local Transport Plan 3 Investment Programme | DCC | As part of Parcel 1 (2014 ongoing) |

* Contributions will be sought in accordance with DCC standard requirements and WDBC adopted *Infrastructure and Community Facilities to Support New Development SPD*.

** *Open space, play area and pitch requirements have been calculated using saved Local Plan policy H26 and are based on an average occupancy rate of 2.3 persons per household. These requirements should be used as a guide but developers are encouraged to liaise with the relevant Council department during early application discussions to consider the most appropriate type, quantity and distribution of provision.*

6.9 The table below sets out the infrastructure items which are desirable and would have benefits for the community but which are not specifically needed to support the new development e.g. library provision, youth facilities etc. It is important that these items of infrastructure are recorded in the Infrastructure Delivery Plan so that they can be delivered if funding becomes available.

Table 10: Desirable infrastructure

| Infrastructure Item | On-Site Provision / Financial Contributions | Lead Delivery Organisation |
|---|---|----------------------------|
| Enhancement of Okehampton youth facilities to meet the needs of the new development | Financial contributions | DCC |
| Improvements to town library provision | Financial contributions | DCC |
| Further enhancements to rail accessibility such as signalling (to increase service frequency and/or improve journey time) | Financial contributions | Rail operator DCC |

b. Phasing

6.10 The indicative phasing that has been set out through this masterplan with regards to the each parcel has been assessed upon the best available information at the time of writing. However, this will be subject to review as time goes on and more of the variables about market conditions and infrastructure requirements become more certain.

6.11 The allocated sites to the east of Okehampton are available and applications for development could come forward at any time. There is currently development underway to the east of the town on land allocated in the Local Plan (H4). This is likely to impact on the commencement of developing the allocated sites, and as such is reflected in the indicative timescales of the masterplan. Nevertheless, the Council is keen to see the allocated sites come forward to ensure that the local supply of housing is maintained.

6.12 The delivery of the sites will be monitored through the regular monitoring reports that the Council prepares.

c. Managing viability

- 6.13 The Council recognises that viability is a material consideration and is keen to create the right conditions in which viable developments can be achieved. To this end, the Council welcomes and open book dialogue with prospective applicants and encourages early pre-application discussions.
- 6.14 The Council acknowledges that there are a range of infrastructure requirements and that these will need to be managed sensitively to ensure that both the long term aspiration of delivering the town centre relief road and some of the more immediate infrastructure and affordable housing needs are met.
- 6.15 In the event that the issue of viability can be demonstrated and it can be shown that this is preventing the scheme from proceeding, the Council reserves the right to negotiate planning obligations through S106 agreements.

Consultation question 8:

Do you think the key infrastructure needs have been appropriately planned for?

7 | Glossary

| | |
|--|--|
| Affordable housing | Housing provided for those whose incomes do not allow them to compete in the open market or for whom private sector rents are too high. |
| Core Strategy | The Core Strategy is a plan for the Borough that sets out how much development will take place and where it should be located. It contains policies to manage the development and use of land in West Devon. It covers the period 2006 – 2026. |
| Decentralised or distributed energy | This refers to a range of low carbon technologies that do not rely directly on the national grid to deliver energy or heat and instead use a local distribution network. |
| Infrastructure | Services and facilities which support communities. These include education, energy and power, flood defences, healthcare, roads and transport, sport and recreation facilities, telecommunications, waste, water and sewage. |
| Lifetime Homes | These are buildings which are built in accordance with sixteen design criteria intended to make homes more easily adaptable for lifetime use. |
| Renewable energy | Types of energy which occur naturally and repeatedly in the environment (i.e wind, water, sun and biomass) |
| Section 106/financial contributions | Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. |
| Supplementary Planning Document | Documents which provide further detail to policies in the Local Plan or Core Strategy. |
| Sustainable Development | Development which meets the needs of the present without compromising the ability of future generations to meet their own needs. |
| Sustainable Urban Drainage System | Management practices and control structures designed to drain surface water in a sustainable manner. |
| Viability | A development will be considered viable when the gross value of the finished scheme is sufficient to cover all reasonable costs of the development, including agreed planning obligations, infrastructure contributions and appropriate returns to both the landowners and developers. |

8 | Next steps

This masterplan will be subject to a minimum four week consultation period.

All responses to the consultation will be considered and any changes required as a result will be incorporated into the final version of the document, where appropriate.

Following the consultation, this masterplan will be taken through committee processes to seek approval to adopt in winter 2013.

Please send any comments about this masterplan to the Strategic Planning Team by **5pm on [day and date to be inserted] 2013**. Comments can be made using the interactive form:

- By email: strategic.planning@westdevon.gov.uk
- By post: WDBC Offices, Kilworthy Park, Tavistock, PL19 0BZ
- Online: www.westdevon.gov.uk

Consultation questions:

1. Do you support the vision for new development to the east of Okehampton
2. Do you support the proposals for Parcel 1 (Opportunity Okehampton)?
3. Do you support the proposals for Parcel 2 (North of Crediton Road)?
4. Do you support the proposals for Parcel 3 (South of Crediton Road)?
5. Do you support the proposals for Parcel 4 (East of Stockley Valley)?
6. Do you support the proposals for Parcel 5 (North of Stockley Hamlet)?
7. Do you support the design aspirations of the masterplan?
8. Do you think the key infrastructure needs have been appropriately planned for?

Please complete a response form which is available on the Council's website (www.westdevon.gov.uk)