

Q1 The map on page 24 of the Masterplan SPD document shows issues and features that could influence the way the East of Cullompton development is masterplanned. Are there any other issues and features that are not shown?

Answered: 90 Skipped: 17

#	RESPONSES	DATE
1	<p>With reference to the Masterplan, we note that the Concept Plan (Figure 4, P.9) identifies our Clients land as being appropriate for residential development in general terms. This is considered appropriate noting the fact that the site/land under our Clients control sits to the rear of properties situated on Honiton Road. An element of residential development would sit comfortably with that adjoining land use. At P.22 reference is made to Strategic Infrastructure (Column 3). Reference is made to the vehicular access and movement at Cullompton and capacity issues plus congestion. The document states that it is not for the SPD to resolve these issues but that it does need to be mindful of it. Whilst that may be the case, the Masterplan surely cannot be completed until there is a clear solution and strategy for dealing with infrastructure across the site whether it be traffic related or other key infrastructure. Clearly a balance needs to be struck between understanding aspirations for delivery and having full knowledge of infrastructure issues. This matter needs careful examination before commitments are made in the Masterplan regarding i) delivery of infrastructure and ii) how development will be shaped around it. We note that Figures 11 and 12 includes Areas of Search for the town centre relief road. We understand however that matter has been resolved through recent work undertaken on behalf of the Council and the Council taking a decision as to the option it wishes to pursue. This Figure should show the option(s) now identified. At Figure 14 an Access and Movement Plan is provided. We note reference to Honiton Road being a key focal point for the creation of access points to served development both to the north and south but it is for further analysis to determine the extent of these junctions if indeed that strategy is deemed appropriate.</p>	3/5/2019 11:06 AM
2	No not that I can see . My main worry is that, the present routes for the road to the Motor way eg Honiton Road A373 are already congested at peak times . How will this road cope with approximately 2,500 more cars ?..seems crazy . !	3/4/2019 4:57 PM
3	↗ No reference to countryside park alongside the River Culm between the river and Kingsmill Industrial Estate. ↗ No reference to flooding major works, lakes etc. needed on River Culm to mitigate flooding. ↗ Kingsmill Industrial Estate desperately needs a new LGV suitable road behind Mole Valley Farmers to Honiton Road to remove the log jam of LGV traffic at the junction of Honiton Road and Kingsmill Industrial Estate to Junction 28. ↗ The region around Old Hill and Duke Street motorway bridge must be included.	3/4/2019 4:33 PM
4	Traffic build up coming out of Kingsmill - road onto A373 should have been widened much more to allow flow onto Honiton Road to Honiton. All needs doing before lorries arrive to make more traffic by building the site.	3/4/2019 4:21 PM
5	There should be no more development in the Cullompton area at all until the infrastructure has been delivered.	3/4/2019 4:13 PM
6	There should be no development until Jnc 28 is sorted. Flooding issues need sorting and the development comes far too close to Kentisbeare. Cullompton is already at full capacity with regard to traffic and lack of facilities.	3/4/2019 4:07 PM
7	Why close Old Hill Bridge with no alternative? Flooding.	3/4/2019 4:03 PM

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8	<p>There is already strong evidence demonstrating that the current road network provisions are not suitable for the current stock of housing/ population. I myself often have difficulty getting on and off the M5 at Junction 28 - I have noticed your point that "you may improve the motorway junction" but I feel that your comments are completely trivialising this major issue and show no real commitment to resolving this point. Cullompton Town Council has been negligent in placing the desire to build new houses before the interests of the many thousands of people who live in surrounding communities. I have been told on many occasions (dating back to the early 1970s) that the infrastructure " will come as a result of development" - time and time again, this has not happened. We are fobbed off by platitudes that "the next development will bring improvement" - we cannot continue on this path as it is unsustainable and it is likely to devastate the lives of many thousands of local residents. There are serious concerns with reference to the volume of traffic that any development will create. Currently roads leading up to the existing motorway junction and onwards into the town centre from the east of Cullompton suffer from extreme congestion at many times of the day. Recently I have experienced traffic queuing on the M5 motorway (queuing along the slow lane) waiting to exit at junction 28. We have been told that there are "considerations" for a new junction on the M5 about a mile south of Junction 28 - again we demand that these plans are fully presented with an official "start date" for building before any more house building starts. There is no mention of how many proposed development brought forward around Junction 27 will be mitigated with respect to flooding (which again serves to point towards the complete lack of a CaBA approach to flooding issues.</p>	3/4/2019 3:23 PM
9	<p>There is already strong evidence demonstrating that the current road network provisions are not suitable for the current stock of housing/ population. I myself often have difficulty getting on and off the M5 at Junction 28 - I have noticed your point that "you may improve the motorway junction" but I feel that your comments are completely trivialising this major issue and show no real commitment to resolving this point. Cullompton Town Council has been negligent in placing the desire to build new houses before the interests of the many thousands of people who live in surrounding communities. I have been told on many occasions (dating back to the early 1970s) that the infrastructure " will come as a result of development" - time and time again, this has not happened. We are fobbed off by platitudes that "the next development will bring improvement" - we cannot continue on this path as it is unsustainable and it is likely to devastate the lives of many thousands of local residents. There are serious concerns with reference to the volume of traffic that any development will create. Currently roads leading up to the existing motorway junction and onwards into the town centre from the east of Cullompton suffer from extreme congestion at many times of the day. Recently I have experienced traffic queuing on the M5 motorway (queuing along the slow lane) waiting to exit at junction 28. We have been told that there are "considerations" for a new junction on the M5 about a mile south of Junction 28 - again we demand that these plans are fully presented with an official "start date" for building before any more house building starts. There is no mention of how many proposed development brought forward around Junction 27 will be mitigated with respect to flooding (which again serves to point towards the complete lack of a CaBA approach to flooding issues.</p>	3/4/2019 3:22 PM
10	<p>I note that the railway station is described as potential. According to Network Rail there is no chance of this being opened as there is no parking and the rail line is already overloaded. They want the line speeded up, not slowed by stopping trains. There is no mention of improvements to the road towards Honiton. Potential problems with flooding as there are areas which are on a flood plain.</p>	3/1/2019 8:25 PM
11	<p>I note that the railway station is described as potential. According to Network Rail there is no chance of this being opened as there is no parking and the rail line is already overloaded. They want the line speeded up, not slowed by stopping trains. There is no mention of improvements to the road towards Honiton. Potential problems with flooding as there are areas which are on a flood plain.</p>	3/1/2019 8:25 PM
12	Not aware of any.	3/1/2019 8:13 PM
13	Sites of wild life seem to be missing	3/1/2019 7:34 PM
14	None that I am aware of.	3/1/2019 6:15 PM
15	<p>The loss of prime agricultural ground can never be reversed. A development such as Stoneyford for first time buyers would be appreciated. According to new evidence 78% of the proposed new housing wouldn't be affordable for local people who actually need them. The loss of hedgerows and trees is not in keeping with the nature of the countryside and adds to the pollution levels.</p>	3/1/2019 3:45 PM

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16	The most important issues are the serious inadequacy of the road networks and the tendency of large areas of this site to flood and retain water. The M5 is already very busy and the A373 (access to A30 and A303) is wholly inadequate. In light of these issues - clearly the whole plan is far too large.	3/1/2019 3:00 PM
17	Traffic on the A373, infrastructure for stopping flooding and the disposal of sewage	3/1/2019 2:54 PM
18	The key constraints fail to address the build up of traffic on the A373. Traffic infrastructure and flooding issues on a catchment basis need to be tackled properly before any meaningful development takes place east of Cullompton	3/1/2019 1:35 PM
19	Additional access to the motorway and the improvements needed on the A373 through to Honiton. 5000 homes = how many people and how many cars?	3/1/2019 12:57 AM
20	To call a £30m/£50m/£80m?? M5 road improvement 'as strategic intervention' rather than new junction is a fudge. To show 'a potential railway station' is also misleading if it bears no reality.	2/28/2019 11:29 PM
21	The adjoining roads around the site need to be considered and included in any Masterplanning and not just restrict it to the immediate area of the Garden Village. The whole of the A373 through to Honiton needs to be looked at with a view to improving it and widening it in places as more traffic will go that way. The minor roads in the area need to be considered to prevent 'rat runs' particularly through Kingsmill Industrial site through to Stag Corner and then on to Willand as an alternative way to get onto the M5 to go North until J28 is fully functional. The B3181 needs improvements or 'off road' footpaths/cycleways provided to link Cullompton with Willand and then the cycleway to Tiverton Parkway Station.	2/28/2019 10:58 PM
22	Development is much too large	2/28/2019 10:36 PM
23	What I want to see is a plan with an idea on it. not something that could have been coloured in by a child	2/28/2019 9:38 PM
24	Not known.	2/28/2019 8:44 PM
25	Not that I am aware of	2/28/2019 8:29 PM
26	the A373 has not been looked at properly as the scale will have a massive impact on the build up of traffic.	2/28/2019 8:03 PM
27	Full explanation on how traffic is going to be structured, water and sewerage services.	2/28/2019 7:51 PM
28	There is no mention of the significant problems with the A373 – it is barely fit for purpose now – any further development is going to cause major, dangerous problem. The lack of capacity on the A373 will also cause the local roads and country lanes to become rat runs though the rural areas. Flooding issues on a catchment basis need to be addressed before any development is allowed. The same applies for the traffic issues around the M5 and the A373 as well as other local routes.	2/28/2019 6:02 PM
29	No indication of plans for Highway Management. Sorensen from Highways indicated that there would be a route from the village to South Cullompton to obviate Honiton Road and the notorious Junction 28. Also this route could link up with possible new M5 Junction south of Cullompton. Surely all the traffic cannot be expected to use Honiton Road?	2/28/2019 5:57 PM
30	-	2/28/2019 5:48 PM
31	Upgrade of Junction 28/28A on M5 to make access practical and linkage to town facilities	2/28/2019 5:42 PM
32	all ok	2/28/2019 5:02 PM
33	Infrastructure such as roads, motorway and rail links, the local roads, the A 373, B3181 etc. are currently inadequate, without major restructuring would not be able to support an increase in traffic that the development would bring. Floodplain/flood defences, serious consideration must be given to flood defences, the Culm Valley is a high flood risk area and water run off from an increase in buildings and roads in the proposed development will affect drainage into a high risk site.	2/28/2019 4:07 PM
34	Does not mention A373 or other minor roads that will have to cope with traffic. It just shows it is in the wrong place.	2/28/2019 2:29 PM
35	The area has been amended from the original plan and now includes even more farmland to the south and east, this area regularly floods and development would result in severe flooding, both within the development and for surrounding properties. The current bridge at Old hill allows traffic to access southern Cullompton easily without adding to current traffic problems, closure would be detrimental to everyone living on the eastern side of the motorway who would then be forced to add to the traffic congestion at the current, or new, junctions	2/28/2019 10:04 AM

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36	Not sure	2/27/2019 11:08 PM
37	Designated bridal paths / other foot path or rights of way	2/27/2019 9:52 PM
38	The Cullompton bypass and second bridge motorway isn't on the map. More in-depth flood and ecological surveys needed to identify potential flooding and water runoff issues and semi-natural areas, ponds, etc.	2/27/2019 8:38 PM
39	No further comments.	2/27/2019 12:32 PM
40	There appears to be no specific acknowledgement of the A373 Honiton to Cullompton road. This route which links to A30 and A303 and is already inadequate for the type and volume of traffic that uses it. Junction 28 is already a significant pinch point.	2/27/2019 10:26 AM
41	The map on page 24 is difficult to read in relation to the hatched area showing the area investigated for the relief road and in so doing it is not easy to see the extent or scale of FZ2 and FZ3 in particular. Overall this gives rise to the issue of flooding being totally under-played (which has also been persistently the case with the Local Plan). The scheme needs a full catchment based flood study and as master-planning gets underway sufficient weight needs to be given to both the sizing and placement of SuDs schemes BUT also a much greater emphasis on how Natural Flood Management measures (some of which may be much higher up the catchment and outside the scheme development area) will contribute to mitigating flood risk and making the scheme sustainable over a 50-100 year horizon	2/27/2019 9:29 AM
42	The A373 is not currently big, or well-surfaced, enough to cope with a large influx of extra traffic. The planned area, and the A373 itself, are very susceptible to flooding - this needs to be resolved before the plans go ahead.	2/26/2019 7:32 PM
43	The flooding issues have been ignored as well as the problems that would be caused on the A373 East, all of these issues need to be addressed before the building of the Garden Village commences	2/26/2019 7:31 PM
44	1) the plans ignore all issues to do with A373 going East 2) there is no mention of the flooding across much of the planned area. These issues need to be addressed before anything is put into place.	2/26/2019 7:31 PM
45	Plans at east Cullompton continue to ignore all issues to do with the A373 to Honiton. This road needs addressing too. There is also no mention of the flooding issues in the area. There should be no large scale development until this has been studied thoroughly and recommendations from a full catchment based study implemented.	2/26/2019 7:29 PM
46	no but the issues I feel have been understated	2/26/2019 7:27 PM
47	With 5000 houses there will be more traffic on A373. Not all the traffic will go to Cullompton some will go to Honiton, therefore the A373 needs to be wider, upgrade.	2/26/2019 4:32 PM
48	Traffic hold ups and bottlenecks in Cullompton and M5. Flood areas. Cullompton sewage station are all problems now.	2/26/2019 4:28 PM
49	1) No reference to countryside park along river Culm between river and Kingsmill industrial estate. 2) Flooding major works, lakes, etc needed on river Culm to mitigate flooding - no reference (hence link to countryside park above). 3) Kingsmill industrial estate desperately need new HGV wide road behind Mole Valley to Honiton Road to get rid of lorry log jam at J28. 4) Area of Old Hill, Duke Street bridge must be included.	2/26/2019 4:04 PM
50	No other comments.	2/26/2019 10:08 AM
51	Traffic situation has not been addressed. The existing motorway junction 28 is a poor junction and regularly during the day cannot cope with the present town traffic. Plans to develop relief roads provide minimal relief. The motorway junction with traffic lights can not cope now additional housing will dramatically add to the problem. I know my family live in Horn Road and we have to cope with the present congestion. There is also a real and existing flooding problem around the motorway and junction, by removing the grass fields which slow water flow the problem will be much worse. Cullompton will not be providing substantial employment opportunities, therefore this housing development plan will dramatically increase traffic and traffic movement. Surely with global warming a real threat we should be looking to reduce the use of motor vehicles.	2/25/2019 9:45 PM
52	One opportunity is to link the rights of way and cycle tracks into the wider countryside and the cycle network (route number 3 has a spur off to Willand already). For walkers the potential exists to link to the 'Devonshire Heartland Way' long distance path at Stoke Cannon using a route via Killerton.	2/24/2019 5:49 PM

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53	The A373 on both sides of the motorway and the flooding areas there is already an issue with overwhelmed infrastructure, for community integration it is vital that this issues is adressed.	2/24/2019 5:08 PM
54	not to my knowledge	2/24/2019 4:47 PM
55	The problems of a dramatic increase in traffic on the A373 have been ignored. It is ludicrous to assume all these new households will stick to the motorway and not drive on the already overused A373. Both traffic infrastructure and flooding issues need to be PROPERLY addressed before any further development takes place on either of Cullompton.	2/24/2019 3:32 PM
56	Totally fails to take into account the flooding issues and the build up of traffic on the A373	2/24/2019 3:11 PM
57	The A373 is already getting very jammed up going east. Traffic and flooding are big deals for the GV	2/24/2019 11:36 AM
58	Consideration needs to be given to the impact of higher volumes of traffic on the A373, not only towards Cullompton. In the Honiton direction the road is single track in places.	2/22/2019 7:02 PM
59	I understand the desire to portray the East Cullompton housing development as an incipient garden village but if the term "garden village" means anything at all "garden villages" need to be conceived, designed and created as such from the very beginning. Trying to convert an ordinary development into a garden village will inevitably compromise the design and success of the eventual garden village.	2/20/2019 6:42 PM
60	I feel I must object to the ideas of a garden village down Culm Lea. From what I make of things there is no mention of roads and things such as school, drs, shop, and a road will still need to come out onto the Honiton A373 making more traffic on that road to the motorway, bypass or Cullompton Town, and no bus service from Honiton to Cullompton to serve the people who haven't cars, OAPs. The Councillor who thinks it won't make much difference to the traffic ought to come unto the A373 by No 29 along the Honiton Road to town (3.30 school leaving time) (4.30 to 6pm people returning home after work and the morning 6.30am to 9am) and they will see how much difference it will make to the traffic. Also keep warehouses and retail over at the paper mills and not mix with our houses and green fields.	2/20/2019 1:48 PM
61	1) 1 Newlands Cottages and 2 Newlands Cottages EX15 1QQ have a sewage treatment plant (which we were told we had to put in from the environment agency) which relies on a waterway which runs along our boundary. This is not shown on the plans. Development would have to take this into consideration. 2) The Devon hedge on the northern boundary of our property belongs to us and is home to birds and dormice. This cannot be removed. Currently this is shown as a hedge of low importance. 3) On the plan the A373 at the corner of Newlands Cottages is shown as less acute than it is, which will impact upon traffic management and safety. 4) On the plan the pylon north of our properties is shown too far over to the right. It actually sits in the top right corner of the field included in the settlement boundary. 5) Flooding - the north field floods extensively and a trench was dug by the farmer to divert the water. The already dangerous bends on the A373 are often severely flooded. This doesn't seem to be identified.	2/20/2019 1:22 PM
62	No	2/19/2019 10:56 PM
63	not to my knowledge.	2/19/2019 6:52 PM
64	Not sure	2/19/2019 6:50 PM
65	not to my knowledge	2/19/2019 6:45 PM
66	The flooding issues and the impact on the A373 of traffic build up, together with the damage to nearby local communities (Kentisbeare and Bradfield in particular), should be addressed before any meaningful development proceeds	2/18/2019 1:45 PM
67	No comment	2/14/2019 3:51 PM
68	A southern junction for the M5. The north end of Cullompton junction cannot take the traffic now.	2/14/2019 3:44 PM
69	Transport links around the area and especially links to the M5 need to be vastly improved from those shown on p24. Closure of the Old Hill motorway bridge that is well used by people travelling between Bradninch / the Western end of Cullompton and the Kentisbeare / Plymtree area seems an unnecessary retrograde step.	2/14/2019 10:47 AM
70	There are significant viewpoints from Kentisbeare looking onto the north east of the allocation these have not been shown.	2/13/2019 2:39 PM
71	Test	2/12/2019 5:43 PM

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72	No cross motorway, river, railway corridor. Sewerage. Rubbish disposal, recycling areas.	2/12/2019 5:26 PM
73	If you want to build connectivity with the "old Cullompton" I'm not sure why you would close the Old Hill Bridge?	2/12/2019 5:00 PM
74	Acoustic barrier to reduce motorway noise impact on the development.	2/12/2019 4:50 PM
75	No	2/12/2019 1:27 PM
76	Why is there only a single viewpoint shown? What does it mean by 'potential severance issues'? Where is the Kentisbeare Parish Boundary?	2/11/2019 5:35 PM
77	Honiton road is not very wide	2/11/2019 12:07 PM
78	Why has no one involved in this Masterplan asked the residents affected by this wonderful Masterplan, if they even wanted an Overflow from the Big city on their doorstep?	2/8/2019 8:38 PM
79	Roads that are not fit for purpose to take the extra traffic, farm land that disappears and you can never get back. Extra pollution, existing flooding.	2/8/2019 12:31 AM
80	my god who drew that, how am I supposed to answer a question on that mess	2/7/2019 8:35 PM
81	There is no master plan for Cullompton, it will be quicker to shop in Exeter if new road layout is not improved and close to centre parking is not provided. The second access to the M5 should provide for the trading estate and better access to the town.	2/7/2019 2:20 PM
82	The road access	2/7/2019 2:08 PM
83	No	2/6/2019 8:58 AM
84	More detail of topography and landscape would be useful	2/6/2019 6:17 AM
85	No	2/5/2019 8:50 PM
86	The key constraints fail to address the build of traffic on the A 373. The A 373 is an appalling A road and in truth should be a B road. That is why there signs on the M5 asking HGV's not to use it but they all do! Any building is going to cause huge hold ups on the A 373. Traffic infrastructure and flooding issues on a catchment basis need to be tackled properly before and ANY development might start east of Cullompton.	2/4/2019 6:44 PM
87	No	2/3/2019 4:30 PM
88	This is prime agricultural land which can not be replaced and which should be retained as such. You have identified "outstanding views" but propose to despoil them.	2/3/2019 3:04 PM
89	Flood risk, pressure on roads, loss of habitat	2/2/2019 2:45 PM
90	All access to the M5 is grid locked and needs redesigning before more traffic is put on to those junctions.	1/30/2019 10:24 AM