

Q2 The map on page 9 of the Vision and Concept document shows issues and features that could influence the way the Garden Village is masterplanned. Are there any other issues and features that are not shown?

Answered: 174 Skipped: 131

#	RESPONSES	DATE
1	Would be helpful to show the planned route for the Cullompton relief road when finalised. At the public consultation session there was considerable confusion expressed about the designated area: ie the red boundary lines. Is this the designated area for Phase 1 (ie 2600 homes) or for the potential 5000 homes? The boundary as shown is to the west of Horn Road but officers at the public meeting implied that the plan was to develop right up to Horn Road and then potentially use the 'buffer zone' for communal facilities. This needs clarification.	3/4/2019 5:10 PM
2	We have previously been asked to vote on the Relief Road. To 'understand the area' when no evidence or possible plans for all the necessary feeder/exit slip roads have been included, is difficult. It is impossible to have a 'vision' when so many small lanes around the area may be developed into faster, busier, roads. This should be included in the plans, particularly the new motorway junction and relief road.	3/4/2019 4:47 PM
3	There should be a clear understanding with drawings showing vehicle access to and from Exeter and to and from Taunton (main locations of employment and other activities) Access by road to Honiton is inadequate and definite improved entry and exit from both carriageways of the M5 should be shows in this plan.	3/4/2019 4:37 PM
4	The concept is too large in the making.	3/4/2019 4:32 PM
5	After plans are approved I am sure things will change beyond recognition, so this question is probably irrelevant	3/4/2019 4:31 PM
6	⚡ Road infrastructure. ⚡ Sewerage, flooding and pylons. ⚡ Business links. ⚡ Sports facilities. The map on Pages 7 and 9 does not include the road bridge at Old Hill and Duke Street and there is concern that there is no alternative crossing of the M5, main line railway and the River Culm.	3/4/2019 4:28 PM
7	The proposal development is far too big. It should not be allowed to come into the parish of Kentisbeare. The infrastructure around the Junction 28 is never going to be able to cope with any significant increase in the traffic however much work is done there on there in insufficient room to build on a new junction which is needed.	3/4/2019 4:08 PM
8	The suggested area is excessive and encroaches too far towards the village of Kenisbeare. There is insufficient infrastructure to cope with a plan of this size. The A373 will never be able to cope with the significant development.	3/4/2019 3:54 PM
9	The suggested area is excessive and encroaches too far towards the village of Kentisbeare. There is insufficient infrastructure to cope with a plan of this size. The A373 will never be able to cope with significant development.	3/4/2019 3:46 PM
10	Too Big	3/4/2019 3:34 PM
11	Flooding is a serious issue - the drains just past Kingsmill Estate flood now across the road when it rains. The village should be scaled down, preferably stop at Horn Rd, certainly not encroach on Kentisbeare. The roads need sorting out. Stag corner and onwards have been a rat run for ages - people avoiding Cullompton to go to Willand, Uffculme etc. Traffic out of Kingsmill at 4pm is dreadful. Rd was widened just a tiny bit recently - waste of money not sufficient for 2 lorries - one towards Honiton & 1 Cullompton	3/4/2019 3:20 PM
12	Protection of existing wildlife and agriculture - see below	3/3/2019 9:10 PM
13	Unsure	3/2/2019 1:10 AM

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14	This is a very much area where horses are stabled, bridle paths would be needed and thus in keeping with the countryside feeling. Why to closed old hill bridge isolating anybody getting access to Cullompton from Plymtree.	3/2/2019 12:42 AM
15	There is nothing to indicate the impact that the proposed 5000 houses will have on traffic going towards The M5 or in the other direction towards Honiton. In reality is that there will be a minimum of an additional 10,000 vehicles as well as large vehicles carrying supplies in and out. If there are going to be better public services there will be more buses etc and the road is already narrow towards Honton and often blocked by lorries trying to negotiate Hembury Fort. Post Cross is very dangerous already when the traffic is heavy at certain times of the day and there is nothing on the plans to accommodate for this. The map on page 9 poorly describes where the housing should go up to. If this project is steam rolled through then It must not go beyond Newlands farm and the village of Kentisbeare Parish must be protected.	3/1/2019 8:08 PM
16	There is nothing to indicate the impact that the proposed 5000 houses will have on traffic going towards The M5 or in the other direction towards Honiton. In reality is that there will be an additional 10,000 vehicles. The road is already narrow towards Honton and often blocked by lorries trying to negotiate Hembury Fort. Post cross is very dangerous to negotiate when the traffic is heavy at certain times of the day and there is nothing on the plans to accommodate for this. The map on page 9 poorly describes where the housing should go up to. If this project is steam rolled through then It must not go beyond Newlands farm and the village of Kentisbeare Parish must be protected.	3/1/2019 7:22 PM
17	What Good links to Cullompton, one congested bridge with an accident waiting to happen for pedestrians.?	3/1/2019 7:06 PM
18	Not that I am aware of.	3/1/2019 7:00 PM
19	Could being the operative word. Equally it is portrayed in a positive light not the impact it will have on Cullompton and the surrounding villages and Hamlets Nothing should be planned prior to the infrastructure being in place . The relief road was talked about in excess of 20 years ago and has still not been developed and was supposed to be situated where there are now houses so how can we ever believe these plans will be implemented??	3/1/2019 6:39 PM
20	2) Infrastructure - If you have lived in the Cullompton area for any period of time you will know that the support structures are weak. Doctors, Dentists, shopping facilities, sports areas are all lacking. My concerns are that as with most developments, these things are always offered but very rarely delivered. They are offered as a sweetener at the beginning to win people over, but for the Developers, the draw for just a few more houses always wins in the end (Budleigh Salterton).This would put a tremendous strain on the area. 3) Transport links - if anybody tries to get into town / motorway at certain times of the day they will understand the problems faced. The motorway junction and Station road is totally unsuitable for any extra traffic and with existing housing lining the route in from the Honiton road how can this be improved. The proposed development could bring 15.000 extra cars. It would seem sensible if large scale building is needed to share this load with the next junction up with the area to the east of Willand where there is proper motorway access is available. 4) Flooding - The area identified is badly affected by flooding as anybody driving the Honiton in winter will testify. When building a garage and a small driveway we were instructed to install expensive porous tarmac to avoid the "run off" from one driveway. Will this be a requirement for all these houses in the flood affected area?	3/1/2019 4:16 PM
21	My concern is about the scale of the development and the effect it will have on traffic, particularly at peak times. Many people in the villages along the A373 work in Exeter or Taunton. We join the M5 at J28. Already the weight of traffic joining the motorway in the mornings can lead to tailbacks. Last year's changes to J28 to filter traffic heading south has not made a significant difference as the queue of traffic heading to the M5 frequently goes back past the beginning of the filter . At times the queue is as far back as Mole Valley.	3/1/2019 4:10 PM
22	The GV must take into account the sensitivities of and the rural nature of the villages in the area.	3/1/2019 3:51 PM
23	No	3/1/2019 3:48 PM
24	I thought the original idea was that the new village would be just off the main road but it appears from the plan that the village will straddle the main road to Honiton thus making it a less safe place for pedestrians and children.	3/1/2019 3:37 PM
25	A373 would need considerable and extensive improvement.	3/1/2019 3:16 PM
26	N/A	3/1/2019 3:12 PM
27	I live in Kentisbeare and we love our rural space. If you must build in Cullompton leave us alone.	3/1/2019 2:57 PM

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28	The Garden Village needs to take account of and give space to the rural communities nearby. I would like to see development on a smaller scale. A green buffer with Kentisbeare should be inside Cullompton parish boundary The road network and flooding areas are presented as opportunities and pluses. Without addressing the current issues in advance, existing problems with both could become catastrophic.	3/1/2019 1:30 PM
29	Access and good traffic flows are crucial. Having a community facility that the local church and other community organisations can use.	3/1/2019 1:17 PM
30	no	3/1/2019 11:03 AM
31	You state that there is a 'Potential New Railway Station' being reopened; however, as seen in a writing from the rail company, they have no plans to reopen the 'Existing' railway at Cullompton. Not having a station will cause already severe traffic problems to worsen, impacting local communities, as well accessibility to the proposed garden village. Furthermore, this will exacerbate the already prevalent pollution in a place that is advertised to be a 'Garden' Village. In addition to this, as I live in a property near to a proposed 'Indicative Heritage Asset Setting Area', I would like further information regarding what this entails, as this is not clearly defined in the document.	2/28/2019 11:47 PM
32	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. No other issues at this stage on the information available.	2/28/2019 11:16 PM
33	It is somewhat of an fudge/understatement to title a £30m/£50m/£80m?? motorway junction improvement as 'Need for strategic intervention'.	2/28/2019 10:39 PM
34	The character of local communities will be drastically affected, towards the bottom of the hill is an area adversely affected by floods.	2/28/2019 10:16 PM
35	Lack of a railway station. Junction 28 is already at saturation point.	2/28/2019 9:52 PM
36	Access to the motorway. Further congestion on exit and entrance to the motorway. Further gridlock in Cullompton high street. Insufficient infrastructure to cope.	2/28/2019 9:36 PM
37	How am I meant to comment on something when it lacks so much detail	2/28/2019 8:56 PM
38	No	2/28/2019 8:30 PM
39	No	2/28/2019 8:29 PM
40	Not to my knowledge	2/28/2019 8:28 PM
41	Not known	2/28/2019 8:13 PM
42	No	2/28/2019 8:13 PM
43	The surrounding area is in danger of being engulfed in the proposed area. More thought needs to be put into the existing residence and the current infrastructure. flooding issues and connections all seem to be 'possibilities' with the use of the woulds such as could and proposed. If these are not addressed prior to the any kind of additional housing the impact on our community could be disastrous	2/28/2019 7:43 PM
44	Green areas	2/28/2019 7:25 PM
45	seems comprehensive	2/28/2019 6:08 PM

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46	<p>The vision is far too big. There is no mention of engagement with or benefits to the existing residents and communities who are about to have life changing disruption, risk and destruction bought into their lives. There is no mention of the A373 being an already over stretched, inadequate and dangerous road – with ANY further development in the area this will become a major problem – let alone a development of this size. There is no mention of safe pedestrian and cycle routes into 'old' Cullompton. There is no mention of the high risk of small country lanes around the proposed area becoming dangerous rat runs – during and after the decades of disruption that this development will bring. There are no mention of the major flood issues already suffered by much of the area. The map is also so 'undecided and vague and woolly' That it is impossible to make proper comment – apart from – TOO BIG, TOO RISKY, WILL DO MUCH HARM, SO DO NOT DO IT.</p>	2/28/2019 5:52 PM
47	<p>The A 373 is a dreadful A Road and in fact should be a B Road. There are signs on the M5 trying to divert HGV's away from the A 373 directing them to Jnt 29 and then A 30. Needless to say the HGV's sat navs tell them differently and they use the A 373. Why this location was ever chosen is quite simply beyond belief. The plans for a further 5000 houses having access to this road does not seem to have been taken into serious consideration by MDDC. The A 373 does not just stop at the East Devon boundary it goes through to Honiton via Hembury Fort where the road is so narrow that 2 HGV's travelling in opposite directions cannot pass. MDDC appear to be saying that it is not a problem and if there is then its up to Devon Highways to deal with it. This is irresponsible behaviour. The Vision and Concept Consultation document in Question 2 states that the Garden Village needs to take account of and give space to the rural communities nearby. There is nothing in the document about engagement with and benefits for the existing communities.</p>	2/28/2019 4:18 PM
48	<p>Roads - Already the motorway junction struggles to cope with the volume of traffic and this is the first requirement. A second junction will go some way but unless a large roundabout is created on the existing junction there will always be problems. Consideration of holiday traffic on the motorway should also be taken into account. A lot of us "locals" do our best to avoid the M5 during the summer and use all other roads. Also not everyone will work in Exeter. I note that the A373 does not appear on anyone's radar as needing an upgrade but as a local I am aware it is vital. It's an A road that in places is too narrow for 2 lorries to pass each other and traffic regularly is very slow . More people always means more traffic in all directions. Railway. I don't believe the railway station will be built. We know that Network rail has said they would not allow local trains on a mainline high speed track. I cannot see how that could be turned around as it's a major safety issue Housing - do we really need that many homes? There are so many estates being built along the m5 corridor that it is hard to see where all these people will work. After all there is regular news that we are almost at full employment. Exeter is already suggesting that cars be banned from the city as well as it can't cope. The plan for housing is in part on an area known to be prone to flooding. There have been serious problems in recent years. There is no guarantee this problem can be solved . Area impact- Cullompton centre is already dying. The big housing estates have no real shopping facility apart from Tesco which at times has no parking spaces. Aldi is a nightmare re parking. Building a community across the motorway will spell the death nell to Cullompton . There is certainly no capacity there for the Culm village to shop in Cullompton as there as no parking or room to create further parking. The plan for the garden village does not appear to have a sufficient shopping and parking area planned. 5000 homes is at least 15000 people! The current area is an area of beautiful countryside. A housing estate with even 2000 homes is not beautiful countryside however much it is called a garden. You are destroying what Devon is about. Soon the whole M5 from Tiverton to Exeter will be a line of housing estates No doubt the homes will have just a square foot of garden and be expected to use the "county park" which needs maintenance and no doubt an extra fee on top of council tax to homeowners to maintain the park as per Cranbrook.</p>	2/28/2019 3:58 PM
49	<p>Firstly without major infrastructure given to Cullompton, before any further developments take place, will lead to a crisis situation, traffic wise, education wise, health centre wise, this is all at bursting points. The knock on effect as we all know, local hospitals cannot cope either. All we get promised is there will be provisions for all this, but as we all know, this is no guarantee, and looking at what Cullompton has been given over the last 40 years, which is little or nothing, my family have very little faith in such promises.</p>	2/28/2019 3:46 PM
50	<p>The views from Kentisbeare are not clearly shown on how this will affect the Garden Village masterplan to the north.</p>	2/28/2019 2:39 PM
51	<p>No</p>	2/28/2019 1:39 PM
52	<p>The plan goes well inside the boundaries of Kentisbeare Parish. What will be done to expand the school which is already too small. What advantages are there to be gained by Kentisbeare just becoming a suburb of Cullompton?</p>	2/28/2019 1:20 PM

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53	There is nothing to indicate the potential impact on small rural communities. For example how close potential development will be, changes to roads/access or other infrastructure	2/28/2019 12:11 PM
54	Doesn't show where the water will go when construction takes place on areas that flood regularly	2/28/2019 9:41 AM
55	Where the sport facilities are going to be situated. As I see the plan they are on the flood plans. This is no acceptable for somewhere that should be the centre of the community	2/28/2019 8:56 AM
56	At present the road shown as Long Moor, past Stag Corner then Skinners Farm is being used as a shortcut to Willand. This is a country lane, and not suitable for the increased traffic using it. This development would surely increase the traffic levels and impact the village of Willand itself.	2/28/2019 1:04 AM
57	Train station and new junction on m5	2/27/2019 10:48 PM
58	No	2/27/2019 10:27 PM
59	No	2/27/2019 10:24 PM
60	Traffic, schools, public transport, flooding.	2/27/2019 9:52 PM
61	Traffic management to keep vehicles off of the small lanes which simply cannot take being used as 'rat runs' to avoid traffic lights, town traffic etc	2/27/2019 9:50 PM
62	Not to my knowledge	2/27/2019 9:30 PM
63	I don't think so	2/27/2019 9:18 PM
64	The Parish boundry between Cullompton and Kentisbeare should also be marked as a key feature.	2/27/2019 8:14 PM
65	No	2/27/2019 8:12 PM
66	The scale of potential development is very large and quite shocking. It will completely change the character of the landscape and wildlife which is currently there. Mitigating the damage seems to be the most that can be hoped. The map appears to be a very superficial basis for a masterplan. It is unclear what 'Area of High Landscape Sensitivity' means as it does not appear in the text of the document. The documents in the 'Masterplanning evidence base' (e.g. Preliminary Ecological Appraisal) seem to date to 2016 and to be quite general. The documents seem to apply only to the original development area (within red on the map). It is noticeable that the area to the south of the 'Garden Village Area of Search' towards Mutterton has a network of small field parcels with significant hedgerows, trees, woodland, wetland, unimproved grassland, and traditional cider orchards. Presumably, in depth surveys will identify these features. It is unclear how this area could be enhanced by building on it.	2/27/2019 8:03 PM
67	Just below the area of high landscape sensitivity is the current and real risk of flooding due to clay-like ground coverage	2/27/2019 1:39 PM
68	The scheme needs to take into account all the rural sensitivities of the place in which the proposed scheme is to be "placed" and this should include hydrological and fluvial sensitivities. The scale of the scheme is a massive issue in relation to both J28 of the M5 and the existing A373 and from the information to date it is far from clear whether the infrastructure upgrades required to the motorway junction or the much needed improvements to the A373 can or indeed will be forward funded. The vision and concept document has way too little information on the overall approach to flooding and given the scale of the proposed scheme a full catchment based approach is absolutely essential and this needs to be followed by master-planning flood mitigation measures and definition, placement and sizing of sustainable urban drainage schemes BEFORE work starts on building out the scheme. There seems to be nothing on critical drainage infrastructure what sewer separation schemes are proposed and what the current state of sewerage assets are like and indeed whether they can cope with this development. the SPS at Stoneyford, the sewage treatment works at Cullompton and the existing sewer networks all need assessment in terms of fitness for purpose - has this been done?	2/27/2019 8:50 AM
69	A community building and multi use space is essential	2/26/2019 10:51 PM
70	It's on a flood plane There is no train station The A373 is already maxed out	2/26/2019 9:11 PM
71	The proposed introduction of sports pitches at Dead Lane in the supposed buffer zone between the new development and Kentisbeare has not been shown. It was also very disappointing to hear from a Cullompton councilor that as far as he was concerned the planning for this was to be granted even through this has yet to be considered. A buffer zone should be just that devoid of any development and should either be kept as it is i.e. farm land or turned into a nature reserve.	2/26/2019 7:49 PM

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72	The area around the Garden Village isn't shown and is therefore ignoring the interests of the surrounding communities. Also the A373 is already very busy and narrow in areas, this should be addressed and updated in order to deal with the inevitable increase of traffic due to the Garden Village.	2/26/2019 7:16 PM
73	general infrastructure ,amenities and impact studies	2/26/2019 7:14 PM
74	The Garden Village should take into account the sensitivities of and rural nature of the villages in its vicinity The existing junction 28 is not capable of dealing with the traffic arising from the Garden Village plans. The A373 has become significantly busier in the last couple of years. Also to date no proper catchment based flood study has been undertaken, although it has been promised. It is not enough to describe issues like this as opportunities. Real infrastructure delivery on all 3 issues needs to take place before significant quantities of housing are built.	2/26/2019 7:14 PM
75	The present villages around the garden village are being ignored and in particular the A373 going East is already overcrowded and too narrow in places.	2/26/2019 7:12 PM
76	It doesn't seem to acknowledge the neighbouring villages, and how it would affect their quality of life	2/26/2019 7:12 PM
77	The Garden Village needs to take account of and give space to the rural communities nearby. There is nothing in the document about engagement with and benefits for the existing communities The road network and flooding areas are presented as opportunities and plusses. It refers to good links to the M5 and to Cullompton which is a joke. Honiton road provides good access? It is already too narrow, prone to flooding and jammed at the motorway junction. There is no safe and easy pedestrian or Cycle routes to reach and cross the M5. Closing Old Hill Bridge will cause further traffic back onto the Honiton Road. Without addressing the current traffic issues in advance, existing problems with both will become catastrophic. Have the Health issues with Pylons and overhead wires been analysed and assessed when proposing them as green corridors? Attracting employment to the existing Industrial Estate has not worked in the past 10 years. What encouragement or incentives are being considered? Flooding risks to the development are mentioned, what consideration has been given to the impact on the existing settlements on these rivers that already suffer from flooding?	2/26/2019 5:20 PM

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78	<p>The proposed development is close to the border with East Devon. The focus in the documents is on people travelling west to the M5 and to Exeter, Tiverton or Taunton. This does have major problems and the proposed improvements to the M5 junction to the North and South must be in place before any further development to the East of Cullompton. The emphasis on traffic going on/off the M5 is important but appears to be little appreciation of travel and access to Honiton via the A373 towards Honiton and then onto the A30, A303, A35, and A37. The road is narrow (single track) in places and is totally unsuitable for any increase in traffic. In addition the building of the Village and the resulting increase in numbers of heavy good vehicles will put another strain on the A373. Planning detail/consideration seems to stop at the border with East Devon DC. PLEASE will someone from Planning drive the A373 to recognise the holdups that can be caused by farm vehicles/ heavy good vehicles/ potholes/ surface water? The Council must not "pass the buck" and say that it is the responsibility of other agencies – e.g. Devon County Council Highway Development Control to solve the A373 problems as stated by one of the consultants at a recent Phase 1 consultation event. There also needs to be recognition of the increased traffic and associated safety issues on the narrow and badly maintained country roads and lanes close to the proposed Village. These will be used as rat runs by more vehicles trying to avoid the A373. The plans for a railway station in Cullompton are commendable but the lack of substance is not acceptable, for example who leads the project, what land is available for parking (note the expansion @ Tiverton Parkway), the proposed cost of the project and passenger parking and who foots the bill. If the Motorway Services at Junction 28 stay then the traffic jams and access to the railway station will be a real problem. Summer weekends already demonstrate that this small area is not fit for purpose. Public transport to the east of Cullompton is totally inadequate. Pedestrian and cycle routes from the east also requires the crossing of the M5 which again is not currently safe. There is a lack of detail about how facilities for health and social care will be provided, resourced and funded for the increase in population. It is not only providing buildings but also meeting the challenge of recruiting and retaining health and social services personnel. There is no acknowledgement of how the Royal Devon and Exeter Hospital or Musgrove Park Hospital will cope when they are already stretched to their limits. The local health and social care centres are also working to capacity and are struggling to manage the increase in patients from the North West of Cullompton. Before the Village is developed the impact of the extra proposed population from Stage 1 to the East of Cullompton must be assessed in relation to the impact on the health and social services. It is recognised that the Garden Village is being developed in proximity to flood zones - even a potential water park is suggested!! When there is heavy rain (not torrential) there are at least three areas of water pooling on the A373 from Kentisbeare to Cullompton with water running off the fields. There is also a lack of understanding of the impact of severe flooding on the A373 eastbound towards Honiton when it closes the road/delays movement. It is important to know how many times over the past 5 years has the A373 has been closed to traffic due to flooding?</p>	2/26/2019 5:14 PM
79	No	2/26/2019 4:40 PM
80	I object to: 1. The potential placement of a school in the close proximity to a 440 kV transmission line. 2. The potential loss of the 'green buffer' protecting Kentisbeare.	2/26/2019 4:30 PM
81	I feel the proposed development is too large and encroaches too close to Kentisbeare Parish. there are traffic and flooding problems now which have not been resolved. Would query sewage system.	2/26/2019 4:23 PM
82	1. East Cully does not include land to Old Hill & river Culm bridge to be able to sort road infrastructure. 2. Morrisons on M5 north of Bridgewater has electric pylons within site and wires crossing Morrison site. So does not mean can't build under pylons. 3. Don't necessarily need to use up green space under pylons. Use green space buffer. 4. Road infrastructure is key and will impact. 5. Secondary school remains in Cullompton Parish.	2/26/2019 3:21 PM
83	The views from Kentisbeare have not been clearly shown on how this will affect the Garden Village masterplan to the north.	2/26/2019 10:05 AM
84	the development should be smaller scale with time given to monitor the affect. Regard should be given to the adjoining rural communities, the green buffer zone should be tree lined to reduce the visual impact beyond. The light blue garden village area of search is far to big and has a massive negative impact upon Kentisbeare. The boundary with green buffer should remain within Cullompton. Local communities must be respected. It is a disgrace that high quality agricultural land is being sacrificed for housing and all that comes with it. Flooding and road traffic are the first and immediate areas needing to be addressed before moving forward.	2/25/2019 10:48 PM
85	No	2/25/2019 10:21 PM

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86	The M5 Junction requires strategic attention. Actually, the entire Honiton road requires strategic attention. How many goods vehicles per hour during the build phase? Unless you sort the infrastructure first, the project will destroy commerce on this side of Cullompton	2/25/2019 12:49 PM
87	There are a number of existing public rights of way in this area: specifically Cullompton Footpath (along the river), Cullompton Footpath 3 and Kentisbeare Footpath 13. Given the low number of public rights of way in this area, it would be unfortunate to loose any more.	2/24/2019 5:42 PM
88	There are a number of existing public rights of way in this area: specifically Cullompton Footpath (along the river), Cullompton Footpath 3 and Kentisbeare Footpath 13. Given the low number of public rights of way in this area, it would be unfortunate to loose any more.	2/24/2019 5:37 PM
89	not to my knowledge	2/24/2019 4:28 PM
90	The "Key to the initial and longer term building of the new community will be integration with Cullompton that will create and sustain links between the new and existing communities.", you need to vastly improve the capacity of the infrastructure BEFORE you can start adding thousands of people to an already overwhelmed system. At the very least, a plan of how to relieve the current choke points, producing standstill queues, already damaging the local economy, could be shared. The key to initial and longer term building of the new community is probably to not cripple both communities on the outset.	2/24/2019 4:09 PM
91	I do not feel that the plan takes sufficient account of the needs of rural communities nearby and will have a significant and negative impact on the road network. Furthermore, the problems of flooding have not been sufficiently addressed and projections are made using incomplete data. The severe floods of 2014 should be taken into account.	2/24/2019 3:17 PM
92	The document does not take account of local rural communities', the likely impact on them and their needs.	2/24/2019 2:52 PM
93	The Garden Village should give space to neighbouring villages. The absence of planned roads and flooding risks are a big deal that hasn't been though through properly	2/24/2019 11:29 AM
94	The presence of Wains HGV lorry park and maintenance yard at Kingsford results in numerous HGV and milk tanker movements along Horn Road. The road is also used by large farm vehicles, as a rat run for vehicles travelling to and from Willand and Uffculme and by vehicles diverted when problems occur on the motorway at junction 28. Horn Road is singletrack, two vehicles travelling in either direction are unable to pass without pulling off the road, resulting in the grass verges being ripped up and the edges of the road surface breaking up and in places showing signs of subsidence. Any further development in the area is likely to exasperate these problem. Due to the number of HGV movements and the likely increase if development takes place road won't be pedestrian friendly.	2/23/2019 9:58 PM
95	How possible severance of A373, marked on map will be addressed.	2/22/2019 7:52 PM
96	How the potential severance of the A373, an important link road might be addressed.	2/22/2019 6:41 PM
97	Hard to distinguish from the colours and key whether "existing vegetation" is a separate or an overlapping category from "significant hedgerow/tree" and "less significant hedgerow/tree"	2/22/2019 5:57 PM
98	The area has an extensive historical and current use for livery and excercising horse. What consideration has been given to both to ensure continuity of use.	2/21/2019 8:35 PM
99	Yes: a. This development, together with that planned for J27 on the M5, will create traffic problems for this who live and work in the area. J28 has been made worse than it was before the changes made in 2017/18. Before any further development starts, the traffic infrastructure onto and off the M5 at J28 must be addressed. b. This development presents an opportunity to create something really special both for existing residents in the area and for those who move into the new village. The risks of blighting the daily lies of those who already live in the vicinity must be recognised and reduced to the greatest extent possible.	2/20/2019 4:37 PM
100	Due to traffic congestion that already exists at peak times along the A373, any further development should have the necessary infrastructure in place before any development takes place. The road from Honiton is a fast one as de-restricted until the 40 mph zone near Newlands farm, then 30mph at start of Stoneyford. I think the road should be straightened and widened and a safe zone for pedestrians to cross from one side to the other of the A373. There should be a significant green buffer zone between the parish of Kentisbeare and the Garden Village. If the Village is really to be integrated with the town of Cullompton, then any housing development and schools should be to the west of the village.	2/20/2019 3:21 PM

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101	There is no clarity, explanation or apparent mechanism as to how the Garden Village will help deliver Jcn.28 improvements and the long awaited Cullompton town centre relief road. Also there are no plans to improve the A373 despite a vast increase in traffic. We who live in the area are all too familiar with the flood plain and yet there is no co-ordinated strategy to look at the entire catchment area regarding flood prevention and defies all claims to sustainability for the plan as envisaged.	2/20/2019 1:55 PM
102	An extension of the development would cause more risk of flooding for Kentisbeare as run off would be quicker. A few years ago Kentisbeare was badly affected by flooding and a friend had to move out of her house for nearly a year while flood damage was rectified. It is wrong to be building on an area that will cause more flooding.	2/20/2019 1:38 PM
103	Do commercial areas include industrial estates? Small business units?	2/20/2019 1:07 PM
104	The new Cullompton relief road from Station Road to Duke Street. Also it is mentioned about the possible closure of Old Hill Bridge - there is no such place. The railway and motorway bridges are both called Duke Street bridge and have legally been that since built and the bridge of the River Culm is called Last Bridge. Get your facts right.	2/20/2019 12:15 AM
105	There is talk of the rugby and cricket clubs moving from current sites to an area outside.of the new garden village towards Kentisbeare. Surely these cullompton clubs should stay with bounds of Cullompton and NOT Kentisbeare	2/19/2019 10:38 PM
106	none that are apparent or to my knowledge.	2/19/2019 6:12 PM
107	Not that I am aware of	2/19/2019 6:03 PM
108	No	2/19/2019 12:39 PM
109	No	2/19/2019 12:19 PM
110	No	2/19/2019 11:40 AM
111	Lots	2/18/2019 10:46 PM
112	Need to include the Cullompton bypass, it's links to Cullompton as well as crossing the railway/M5 and the connecting options that would give to the new village.	2/18/2019 9:34 PM
113	It should take account of rural communities close by and leave sufficient space such that they lose their character. there should be no building on known flood plains and the road to Honiton would need to be significantly upgraded and maintained (have a look at the road through and beyond the industrial estate towards Uffculme to see the damage that heavy traffic causes.....something that the MDDC see incapable of dealing with. I have little faith therefore that it will be able to maintain roads that will have multiples of the traffic load on it)	2/18/2019 1:18 PM
114	Cullompton Town centre is dying/dead despite the town already having doubled in size over the last 15 years. Lack of infrastructure and rail link for increased traffic. Lack of parking for increased traffic	2/16/2019 4:57 PM
115	J28 MOTORWAY ACCESS WITHOUT ADDING TO TRAFFIC, SECOND J28A CONSTRUCTION	2/14/2019 10:46 PM
116	Motorway, the fact it is bigger than the current town, the lack of infrastructure	2/14/2019 6:58 PM
117	Infrastructure! What are you doing about it being flood plain?	2/14/2019 3:47 PM
118	Preventing further encroachment of the development in the future Provision of major road infrastructure improvements before any work commences on the new town. The roads around J28 are already inadequate with daily tailbacks in both directions towards the motorway.	2/14/2019 10:21 AM
119	we need sporting facilities	2/13/2019 5:04 PM
120	There are significant views from Kentisbeare that affect the land to the north of the Honiton Road which has not been demonstrated on the plan. The area of search for the new motorway junction should be extended further south.	2/13/2019 3:50 PM
121	Water pumping station, effluent processing plant - enlargement or new, improved links into Cullompton - pedestrian and vehicular.	2/12/2019 5:17 PM
122	Not sure anyone will really want to make use of green space under crackling pylons?! Road, railway, river make a big divide between west and east Cullompton, how will this be bridged?	2/12/2019 5:09 PM
123	No	2/12/2019 4:45 PM
124	Motorway noise barrier	2/12/2019 1:52 PM

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125	Yes. The proposed allocation boundary is wrong. It must be at Horn Road. This allows the land between Horn Road and Post Cross to be allocated for sport and create a buffer between Kentisbeare and Culm Garden Village. Kentisbeare cannot see or hear Culm Village and a sports area will secure Kentisbeare as a village. The allocation boundary on the drawing is too small and it should stretch to Long Moor, Stag Corner and Long Drag. The garden village must have enough room to meet the garden village ideals, i.e. space, green areas, trees, many types of houses with room to breathe in well designed and built houses.	2/12/2019 1:44 PM
126	Will Greenhouse Gardens become a shortcut for building vehicles?	2/12/2019 1:36 PM
127	no	2/11/2019 7:49 PM
128	No	2/11/2019 4:05 PM
129	The grey colour used for the AoS is impossible to see. Smaller water courses, eg ditches and ponds. Please confirm that the red line boundary will not be exceeded.	2/11/2019 3:03 PM
130	None	2/11/2019 1:48 PM
131	New motorway access is necessary before such an enormous quantity of housing is built	2/10/2019 7:04 PM
132	Road access. Need a bigger road between cullompton and honiton. Access to the M5 should be easier. Public parks need to be easy to access and separate from sports parks.	2/10/2019 6:44 PM
133	Cannot see any.	2/10/2019 3:34 PM
134	Traffic on the A379 will be increased. What guarantees are there for increased employment in the local area. Is there room for Cullompton School to expand to take in the new primary school. Will existing hedgerows and trees be protected both in the settlement area and along the A379.	2/9/2019 5:12 PM
135	Volume of traffic flowing towards m5 are there plans to create a new junction.	2/8/2019 8:06 PM
136	No	2/8/2019 8:04 PM
137	No	2/8/2019 5:55 PM
138	Where is space sports facilities schools out door activity	2/8/2019 4:37 PM
139	No	2/8/2019 4:28 PM
140	No	2/8/2019 3:34 PM
141	why not get developers to provide part of the Cullompton by-pass?	2/8/2019 3:17 PM
142	No	2/8/2019 3:10 PM
143	No	2/8/2019 12:46 PM
144	No	2/8/2019 12:19 PM
145	Not aware	2/8/2019 12:18 PM
146	no	2/8/2019 11:22 AM
147	No	2/8/2019 11:10 AM
148	Culm Garden is OK	2/8/2019 10:40 AM
149	No	2/8/2019 10:36 AM
150	Support and plans for the Rugby club and other sports clubs to have quality locations for development and expansion in line with the population increase are essential to maintain a healthy and active population. Sports and activity locations that support and make use of the rural location should be maximised. Off road cycle routes (similar to Haldon Forest), climbing, water sports etc. A train station would provide opportunity to reduce congestion and boost business. Post 16 education remains appalling to access in Mid Devon and with t becoming compulsory in the next 5 years, could this be used as an opportunity for Uffculme School and/or Cullompton Community College to expand into this area. Whilst cycle paths and walking routes are mentioned, it would be good to see concrete planning of where these would be and how they would connect to nearby villages, supporting use of these forms of transport, especially safe routes in and out of schools here, and nearby.	2/8/2019 10:25 AM
151	Not to my knowledge	2/8/2019 9:39 AM

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152	The council can't afford to repair the existing roads so why do they think that bringing more traffic into the area will help	2/8/2019 12:07 AM
153	as the map will not upload I will take a wild guess at the lack of fit for purpose transport links	2/7/2019 8:16 PM
154	none	2/7/2019 8:12 PM
155	Improvements to road infrastructure	2/7/2019 6:20 PM
156	The main issue is that you are just creating a commuter village, it will not benefit Cullompton or the region, all you are doing is creating housing for people to buy whom then work and shop in Exeter. If there is a housing need, why not build 5 new houses in Ash Thomas, 5 in Brithem Bottom, 20 in Kentisbeare etc why does it have to revolve around building entire new towns and villages?!	2/7/2019 2:47 PM
157	The boundary of Kentisbeare Village and its unique identity must be protected. The boundary must be Horn Road	2/7/2019 2:12 PM
158	No consideration to traffic or access to the town centre or motorway. This should be attended to first before anything	2/7/2019 1:52 PM
159	No	2/6/2019 7:33 PM
160	No	2/6/2019 2:54 PM
161	No	2/6/2019 10:19 AM
162	No	2/6/2019 10:17 AM
163	no	2/6/2019 10:07 AM
164	No	2/6/2019 8:48 AM
165	The garden village and hopefully it wont happen. If it does it needs to take account of a give space to the rural communities nearby	2/4/2019 6:28 PM
166	The Garden Village needs to take account of and give space to the rural communities nearby.	2/4/2019 6:14 PM
167	I think all issues and features are shown but I would like to see a greater emphasis on the transport link requirements, not only locally into Cullompton but also for improved links to Exeter and Taunton	2/3/2019 4:19 PM
168	The complete inadequacy of the surrounding road network.	2/3/2019 2:26 PM
169	How roads and education will be expanded to accommodate new people. Will public transport be increased to reduce traffic and impacts. How biodiversity will be maintained and habitat fragmentation reduced	2/2/2019 2:43 PM
170	There is no map on page 9 - there are however, maps on pages 1, 2, 3 & 10. This question appears to relate to the information and map on page 3. Assuming this is the case, the "Area of Search for New Motorway Junction" is shown as limited to the stretch between J28 and Old Hill Bridge - if I'm correctly understanding this, then I feel it should be extended to consider the stretch between Old Hill Bridge and Baulk Bridge for the new motorway junction.	2/1/2019 1:03 PM
171	I guess details like ecological aspects, protected species etc will come out in more detailed surveys. It would be good to see any traditional farm buildings identified - these are often not designated and at risk of being lost.	2/1/2019 11:20 AM
172	if it is to be eco friendly, will need to have good bus service and local 'cornershops'	1/31/2019 6:35 PM
173	I don't know of any	1/31/2019 11:29 AM
174	Parks and pkay areas	1/30/2019 4:40 PM