

Q5 Under each of the 9 key principles, the Vision and Concept document (pages 14-31) sets out a series of objectives that explain further what the 9 key principles mean. Do you think these objectives are the right ones? Please provide your comments.

Answered: 151 Skipped: 154

#	RESPONSES	DATE
1	Principle 1: good objectives. Not sure how these will be achieved within footprint. Need to see more detailed plans. Principle 2: a major cause of concern. Agree with objectives, especially better cycle routes and railway station for Cullompton, but road links to M5 and Honiton v. problematic. Phase 1 should not proceed until funding for new 28A motorway junction and A373 enhancement at Hembury is in place. Principles 3, 4 and 5: all agreed. The explicit reference to link with the wider Cullompton town are welcome. Principle 6: more detail needed on how more affordable privately owned housing and more social housing will be achieved and in what number. Much of the affordable housing in Cranbrook was bought out by private landlords.... measures needed to prevent a repeat. Principle 7: do not support these objectives. The primary objective of the scheme should be an increase in number and quality of residential options for local families. Spaces for new employment opportunities, especially smaller scale, IT based and start-ups should be found through the regeneration of the failing Cullompton High Street and surrounds, and more diverse use of local rural business parks, many of which have vacant units. Our outstanding local countryside should not be given up further to meet these objectives. Principle 8: agreed. Principle 9: agreed, but more detail needed. The initial proposals for Cranbrook had similar statements but the end result was an ugly free for all with walk away housebuilders.	3/4/2019 5:19 PM
2	no response	3/4/2019 4:43 PM
3	Yes I think all the principles listed are admirable ambitions	3/4/2019 4:39 PM
4	no response	3/4/2019 4:32 PM
5	no response	3/4/2019 4:12 PM
6	no response	3/4/2019 3:56 PM
7	no response	3/4/2019 3:49 PM
8	Housing figures do not support any of it. It might draw new people, but why?	3/4/2019 3:40 PM
9	1 Embed is a noble vision lets hope its possible. 11 Only connected to Cullompton by decent roads real bad now. Should certainly not be connected to Kentisbeare- Should go no further than Horn Rd. 11.1 Of course healthy living environment Page 19 Local food production - you are using good agricultural ground which is producing food	3/4/2019 3:28 PM
10	Not sure	3/2/2019 1:12 AM
11	Yes	3/2/2019 12:56 AM
12	I object to the development. If it is built, it must not encroach into Kentisbeare parish boundary in any way and any sports facilities must also not be near the boundary. It would be nice to believe in what the document sets out, but I fear that the reality once this is passed will be wholly different. This document is pure propaganda. I imagine something similar was on the table when Cranbrook consultation was held and it has turned into a soul-less place with growing unease amongst its residents, roads that are too narrow and inadequate space for parking. A friend of mine lives there so I have first hand knowledge. There were numerous problems when she first moved in. Now there is no-where to park and does anyone cycle? Of course they don't. !	3/1/2019 8:10 PM

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13	It would be nice to believe in what the document sets out, but I fear that the reality once this is passed will be wholly different. This document is pure propaganda. I imagine something similar was on the table when Cranbrook consultation was held and it has turned into a soul-less place with growing unease amongst its residents, roads that are too narrow and inadequate space for parking. A friend of mine lives there so I have first hand knowledge. There were numerous problems when she first moved in. Now there is no-where to park and does anyone cycle? Of course they don't. !	3/1/2019 8:08 PM
14	Have been unable to download the Vision and Concept document after several attempts, so unable to comment. it would have been helpful to have had some brief notes to refer to linked with this survey	3/1/2019 7:45 PM
15	These were all "suggested" by the MDDC consultant at the secretive "stakeholder" meetings so most people will be "guided" by them what ever is said	3/1/2019 7:22 PM
16	I am satisfied that the vision and concept is a good one. It's value will be determined by the extent to which it is adhered to during implementation.	3/1/2019 7:08 PM
17	Yes	3/1/2019 3:52 PM
18	Yes	3/1/2019 3:49 PM
19	I am concerned that the new village should be an entity in its own right and not just a further suburb of Cullompton as it appears to be from the maps provided.	3/1/2019 3:39 PM
20	These objectives are very laudible but thought out as regards achieving them and the negative effect on local residents.	3/1/2019 3:20 PM
21	N/A	3/1/2019 3:13 PM
22	Yes atm	3/1/2019 1:24 PM
23	I generally like the 9 principles but i would prefer to see integration widened to include other councils and not the fixation this document as on Cullompton	3/1/2019 11:41 AM
24	The whole presentation both graphically and the people sent to answer the questions were very poor and did not know the answers to all the obvious questions, very poor!	3/1/2019 12:45 AM
25	I agree with the objectives.	3/1/2019 12:44 AM
26	The objectives are correct on the information available at this stage with the provisos in the comments under Question 4 taken into consideration.	2/28/2019 11:20 PM
27	The objectives are laudible but some many are complete pipe dreams and cannot or unlikley to be delivered. For example 2)a) Physical Connections and Integration. There are queues of 20mins in peak times at the moment on the M5 junction let alone what is the impact another 5000 cars? 2e) New railway station - Is this ever likely to happen?	2/28/2019 10:59 PM
28	No, I feel as though the green areas surrounding Kentisbeare and the local area should be left how they are, it would affect the sense of community in the area and create extra strain on smaller roads that already struggle in peak times	2/28/2019 10:24 PM
29	Complete lack of vision	2/28/2019 9:56 PM
30	Yes. But what about the practicalities of infrastructure, including sufficient motorway access.	2/28/2019 9:47 PM
31	10 out 10 on the glossy document but there is no reconision on how 1700 homes with 3400 cars and over 8000 people are going to impact the local roads, schools, Doctor, social care etc	2/28/2019 9:17 PM
32	Yes	2/28/2019 8:32 PM
33	I am not confident that the key principles are the right ones for the location. Infrastructure and improved road and rail links are essential as are schools, and GP surgeries.	2/28/2019 8:32 PM
34	yes	2/28/2019 8:30 PM
35	NO see points above. something of this scale will not be able to become integrated into existing will be stand alone community and something nof this scale will ruin the landscape and life style of existing residence of local rural areas.	2/28/2019 7:53 PM

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36	The embedding of the countryside is written by someone who lives within a town or city presumably? If that principle was understood as it is by those already living within the countryside then it would be known that we already have great rivers, walks and off road cycling opportunities. Connection and integration is a good principle - but a definite rather than potential to open the railway station in cullompton is preferable	2/28/2019 7:43 PM
37	Yes, stylish homes and also a fair percentage of affordable housing.	2/28/2019 7:42 PM
38	beware of high maintenance public spaces and ensure their care is funded forever! Think about the 'journeys' people will make in the community and ensure that it is easy for them to stop and chat where they meet	2/28/2019 6:19 PM
39	Q5 & Q6 Without accurate information and costings it is impossible to answer these questions. However – Doing NO HARM – to the environment, the residents of the area or the planet, must come first and foremost. – Sustainability in all its forms is not an option but ESSENTIAL to any plans made. I would suggest that the PRECAUTIONARY PRINCIPLE should be applied to this vision – prove that it will do no harm before continuing.	2/28/2019 5:54 PM
40	-	2/28/2019 5:30 PM
41	No further comments.	2/28/2019 2:39 PM
42	The objective just look like a marketing ploy to shift massive numbers of the usual housing estates. 5000 houses means 10000 extra cars. The fact that there is already argument about the need to do anything to the A373 shows that there is no serious consideration to improving infrastructure	2/28/2019 1:23 PM
43	Again, lots of long words and pretty pictures unlikely to draw disagreement, but I can't see much specific about schools, cultural spaces for churches, theatre/cinema, elderly drop-ins etc..	2/28/2019 1:03 PM
44	The project is of its nature very ambitious, the need for housing clear. Due to the connection via the M5 and rail services priority should be on building a community albeit a commuter community where work is within easy travel distance but home and social activities are provided in the new community and the existing town of Cullompton.	2/28/2019 11:23 AM
45	This will totally ruin an unspoilt area, please relocate to a more suitable location, ideally a brownfield site	2/28/2019 9:48 AM
46	I think the objectives are good, just as long as they are kept to a considered on every step, and not put aside to be able to build more home. less homes and a better environment will mean a better community compared to a more homes and a poor environment will lead to a poor community. For example ample parking for the homes and not just the 1 space for each home as teh new builds in Swallow way are like.	2/28/2019 9:03 AM
47	Explained above.	2/28/2019 2:10 AM
48	No Transport already poor as are roads. Infrastructure needs sorting first	2/27/2019 10:50 PM
49	All good.	2/27/2019 10:41 PM
50	Not sure	2/27/2019 9:55 PM
51	As long as they are adhered to by the developers. Past experience leaves some doubt around this	2/27/2019 9:54 PM
52	Yes	2/27/2019 9:32 PM
53	Yes they do, but they need to be followed through	2/27/2019 9:18 PM
54	This is an ambitious plan which if they all were achieved should make for a pleasant place to live. Reconnecting the railway would definitely be a big plus. There are many horses and riders in our area and I would like to see bridleways in the green areas. I think safety should be a priority and ease of movement with the emphases on leaving the car behind and keeping a clean air policy. Our elderly population should also be a priority with facilities to ensure their physical and mental health needs are met.	2/27/2019 8:29 PM
55	This seems to be the more or less the same question as 4. See previous answer.	2/27/2019 8:20 PM
56	Yes	2/27/2019 8:14 PM
57	Bearing in mind that I have not found it possible to see the document at the same time as answering this questionnaire, possibly due to my lack of computer skills) all I can say is that all the groups of 9 Principles that appear on the pages of the document read well and sound good. Delivery based on such principles will be the real test.	2/27/2019 6:53 PM

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58	These are all important objectives	2/27/2019 1:02 PM
59	The objectives are laudable but the devil will be in the detail and the delivery - it is crucial that all the key principles are delivered and that the developers are not let off the hook in terms of the affordable housing numbers, the green space allocations, the sizing and placement of SuDs schemes and commitments to renewable energy and energy efficiency measures - great houses need these features if we are to meet our carbon commitments	2/27/2019 9:08 AM
60	Yes - a community space/building is essential	2/26/2019 10:55 PM
61	There is no coherent plan	2/26/2019 9:16 PM
62	As previous I think the principals are mainly good but in reality they will not be achievable. What is proposed in essence the building of a second town the size of Cullompton with no guarantees of upgrades to transport, health provision, schools or upgrade to the A373 which will see a huge increase in traffic.	2/26/2019 8:07 PM
63	easy to set objectives but difficult to ensure they are delivered	2/26/2019 7:20 PM
64	Impossible to address in a brief format, and without cost analysis. Obviously as you have not any costs for the vision, one cannot prioritise but it is obvious that there will be a huge on cost that somehow has to be paid for. HOWEVER, ZEROCARBON, SUSTAINABLE HAS TO COME BEFORE ALL ELSE My other observations cover what I see as priorities	2/26/2019 5:23 PM
65	Yes	2/26/2019 4:42 PM
66	Yes I agree with the principles but fear it is "mission impossible".	2/26/2019 4:25 PM
67	p21 c) Adaptable neighbourhoods and places. This needs expanding - needs links to disabled, ramblers, RNIB, Devon countryside, access statement. P17 e) Cullompton railway station - also need bus station with fleet of energy efficient buses to go up and down M5. Plus circular route round west and east Cullompton. No mention of new shops, shopping plaza desperately needed.	2/26/2019 3:36 PM
68	Agreed.	2/26/2019 10:06 AM
69	there is talk of good road and rail networks but this is a major stumbling point which should be addressed prior to considering the size of the development. The development is to big.	2/25/2019 11:04 PM
70	Embedding the countryside b) Green and Blue Infrastructure as features and connecting corridors. This needs to include an aspiration to make these corridors connect the existing settlement of Cullompton as well as the garden village to open spaces and leisure and recreational destinations. d) Culm Garden Village 'Green Triangle' – connecting the water, ridge and woodland landscapes. A key structuring element of the landscape and green infrastructure vision for Culm Garden Village is the potential to connect together key existing and proposed landscape features, parks, open spaces and green corridors to deliver a 'Green Triangle'. This does not have a wide enough scope – the aim should be to connect the garden village into the wider landscape. The public rights of way network in the area around Cullompton is very sparse and there are no traffic free routes to reach adjoining parishes. The current rights of way will increasingly be impacted by the development of Cullompton with Footpath 1 and Footpath 2 affected by the relief road and new motorway junction and Bridleways 8,9 and 10 either within or bordering the NW extension. Therefore creating new paths should be a key aim of this strategy. On the first 1 inch map from the start of the 19th century a large number of path and tracks exist which are no longer rights of way but which would be highly useful recreation routes. Some of these have formally had their status as a public highway removed (shortly after the opening of the Cullompton Turnpike in 1815) and others have never been recognised as public rights of way. Making these accessible once more and considering options for new routes (in particular along the Culm Valley south to Killerton and north to Uffulme) is highly desirable. f) Recreational and educational resources for the whole area. The garden village will provide the opportunity to create superb new recreational and educational resources such as a country park and a sports zone with opportunities for off-road cycling and walking routes Again these are good aspirations but we need to make sure that these are not all within the garden village area, but are more widely spread. For example if the rugby club moves to the a new sports hub, can their existing facilities be used for a new recreation use (e.g for the nearby primary school, Willowbank). Another example would be to use some of the money to mitigate the damage which will be done to the CCA fields by the construction of the relief road. A well-connected and integrated new place See my comments on the Recreational and educational resources above – the key is to use this opportunity to enhance all of the Cullompton area and not just make a "Posh" new suburb. These links will also be needed for example to encourage people from the garden village to use the existing high street and to help them access facilities like the library and shops which will probably remain in their current locations as well as the proposed swimming pool. a) Physical connections and integration I strongly agree with this principle. At the	2/24/2019 5:48 PM

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same time the challenge will be to find cost effective ways to cross the 3 barriers (M5, railway, River Culm) between the garden village and the current town. There are a number of opportunities to do this. Starting in the North, there is already a bridge across the Culm at Venn Farm and a track to this farm. If this was continued in an easterly direction with cycle and pedestrian bridge across the M5 and railway to connect to Millennium Way proving access between the north of Cullompton (including the NW extension) and the new facilities in the garden village. Secondly, around the M5 junction there are some possible options to allow cyclists and pedestrians avoid the M5 Junction. The original line of the road from Kingsmill in a SW direction still exists and could then potentially go under the A373 making use of the drainage culverts there. This could then go under the M5 alongside the river (the slip roads and main carriageway are on high bridges at this point and come out where Tools UK is currently. The track could then either rejoin station road (perhaps with an extra bridge alongside the existing river and railway bridges) or head south along the track and then cross the railway to join the relief road near the south of the Longbridge industrial estate. This route could be joined by a spur coming from Stoneyford, crossing the branch of the River Culm coming from the North here and following the bank to go under the M5 as above.

b)) Social connections and integration I agree with the statement "An excellent range of new community services and facilities will be provided within the garden village that can also help to serve the needs of the whole community in the Cullompton area". At the same time, if we want to encourage integration, this needs to be two ways – some of the community services for the new settlement should be based in the existing town centre. In particular this should be used as an opportunity to help revitalise the existing town centre. There should NOT be a major retail area in the garden village (although a small number of convenience outlets would be desirable for smaller purchases etc)

e) Cullompton Railway Station Thought needs to be given as to providing adequate parking facilities when this is re-opened. Compare to Tiverton Parkway and the dramatic increase in parking there. One way to achieve this would be to extend the parking areas to the north and declare those that are south of the services as parking for the station. This might still not provide enough capacity however.

a healthy living environment

e) Supporting diversity and innovation Diversity needs to consider the socio-economic background of people. We need homes that can be afforded by people on lower incomes (NOT the same as 'affordable homes'). The provision needs to include a substantial amount of social housing. delivery of great homes

b) Mix of character, types, tenures and designs Again the mix must include a high proportion of social housing creating ambitious employment opportunities

d) Linked to education This needs to explicitly link to the existing schools in Cullompton and the surrounding area and not just the new schools.

71	<p>b) Green and Blue Infrastructure as features and connecting corridors. This needs to include an aspiration to make these corridors connect the existing settlement of Cullompton as well as the garden village to open spaces and leisure and recreational destinations.</p> <p>d) Culm Garden Village 'Green Triangle' – connecting the water, ridge and woodland landscapes. A key structuring element of the landscape and green infrastructure vision for Culm Garden Village is the potential to connect together key existing and proposed landscape features, parks, open spaces and green corridors to deliver a 'Green Triangle'. This does not have a wide enough scope – the aim should be to connect the garden village into the wider landscape. The public rights of way network in the area around Cullompton is very sparse and there are no traffic free routes to reach adjoining parishes. The current rights of way will increasingly be impacted by the development of Cullompton with Footpath 1 and Footpath 2 affected by the relief road and new motorway junction and Bridleways 8,9 and 10 either within or bordering the NW extension. Therefore creating new paths should be a key aim of this strategy. On the first 1 inch map from the start of the 19th century a large number of path and tracks exist which are no longer rights of way but which would be highly useful recreation routes. Some of these have formally had their status as a public highway removed (shortly after the opening of the Cullompton Turnpike in 1815) and others have never been recognised as public rights of way. Making these accessible once more and considering options for new routes (in particular along the Culm Valley south to Killerton and north to Uffulme) is highly desirable.</p> <p>f) Recreational and educational resources for the whole area. The garden village will provide the opportunity to create superb new recreational and educational resources such as a country park and a sports zone with opportunities for off-road cycling and walking routes Again these are good aspirations but we need to make sure that these are not all within the garden village area, but are more widely spread. For example if the rugby club moves to the a new sports hub, can their existing facilities be used for a new recreation use (e.g for the nearby primary school, Willowbank). Another example would be to use some of the money to mitigate the damage which will be done to the CCA fields by the construction of the relief road.</p>	2/24/2019 5:36 PM
72	See Q3	2/24/2019 4:48 PM
73	no	2/24/2019 4:33 PM
74	No. I disagree with the principle of such an unnecessarily large development.	2/24/2019 3:20 PM

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75	See above	2/24/2019 3:04 PM
76	See comments above.	2/24/2019 12:48 AM
77	As previous question. Vision and Concepts sufficiently vague as to be open to interpretation.	2/22/2019 7:59 PM
78	The objectives are good. There is considerable linkage between (iii) and (v). Stronger emphasis on creating social spaces that bring people together to foster cohesion and combat isolation would be good, especially to cater for all age groups and sectors, as far as possible together rather than separately. Achieving locally distinctive places of high design quality is a great objective, but will be very challenging, and will require great commitment and imagination.	2/22/2019 6:08 PM
79	As per above response	2/21/2019 8:37 PM
80	Yes but suggest another principle: "The impact of the creation of the garden village upon existing communities will be considered throughout the planning and construction of the garden village". The aim of this principle is to ensure that those affected by its creation will remain positively disposed to the whole project both during and after construction.	2/20/2019 5:01 PM
81	I really don't know. I truly think that the proposed development is far too large for the town of Cullompton and that the town will never cope, as it is almost double the size of the town. The High Street is definitely not equipped to cope with it and is not a pleasant place to visit. This development will not enhance the town centre, it will damage it further , just like all the recent development has done. It has declined as the population has grown. Concepts and Principles are all very well and noble in their thinking, but they have to be able to be delivered efficiently and effectively. I don't think that this one can be.	2/20/2019 3:48 PM
82	The road to Honiton will become very heavily used/more so and plans need to allow for road widening to take place at critical points. Understand that hopefully most heavy traffic will go via M5 to Exeter and then up dual carriageway.	2/20/2019 1:14 PM
83	Yes, because existing housing does not foster any sense of community.	2/20/2019 6:12 AM
84	Yes	2/20/2019 12:22 AM
85	Yes	2/19/2019 10:41 PM
86	These are the right principles for a Garden Village. It is the location that needs to be reconsidered.	2/19/2019 6:26 PM
87	In principle they would be if putting this Garden Village in the right place	2/19/2019 6:17 PM
88	Yes	2/19/2019 12:21 PM
89	Yes health and education being most important	2/19/2019 11:46 AM
90	No	2/18/2019 10:47 PM
91	Yes,	2/18/2019 9:37 PM
92	Yes but they need to be more specific about what they mean in real terms	2/18/2019 3:06 PM
93	No, be more ambitious about the employment, reduce the concentration of the houses (improves the quality of the houses, the environment and the impact on the other local communities) and reduce the whole scale of the development	2/18/2019 1:32 PM
94	Nothing about integration with the existing town. Also about integration with housing already in this area.	2/18/2019 10:48 AM
95	Irrelevant as the whole idea is ridiculous for this area.	2/16/2019 5:02 PM
96	Yes but a healthy living environment must include a number of leisure and sporting facilities (clubs are particularly good at creating an integrated social environment).	2/14/2019 3:41 PM
97	Yes, in addition to the provision of a varied mix of house types and tenure types.	2/14/2019 11:36 AM
98	They are still fairly vague and idealistic without showing what they will really look like. The M5 connectivity looks poorly thought out and inadequate for a potential 10000 extra cards from 5000 extra houses as well as additional commercial traffic for the industrial / employment aspects of the plan. Businesses won't want to set up or relocate in an area where neither employees nor commercial transport has good and fast access to the motorway network.	2/14/2019 10:31 AM
99	yes	2/13/2019 5:05 PM
100	No comments.	2/13/2019 3:50 PM

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101	Yes, I think it will be great to bring new opportunities and life to a market town crying out for development.	2/13/2019 2:20 PM
102	1) This is completely the wrong way round. The emphasis should be on countryside & integrate Unwanted, Cullompton into the countryside. No corridors need to be created - they are there already! Its not possible to enhance "natural" - if it is enhanced it becomes unnatural.	2/12/2019 5:23 PM
103	Yes	2/12/2019 4:47 PM
104	No. Too many woolly ideas.	2/12/2019 1:38 PM
105	A new school and other facilities must be provided and road problems improved	2/12/2019 12:28 PM
106	yes	2/11/2019 8:05 PM
107	They are fine	2/11/2019 4:06 PM
108	Yes, with the provisos already stated.	2/11/2019 3:22 PM
109	Yes, railway station is most important	2/11/2019 1:57 PM
110	Rather optimistic view of what is possible	2/10/2019 7:17 PM
111	Yes	2/10/2019 6:54 PM
112	Yes as long as you build decently built houses. Do not let some building Developers rip you off for a quick profit with cheap , poor quality houses that will be a maintenance nightmare in the future	2/10/2019 3:39 PM
113	I am concerned about the design of the houses, roads etc. There sre too many examples, inc in Cullompton, of estates thrown up with houses packed together with very small gardens, narrow roads, cars parked on roads. This makes places feel claustrophobic and not conducive to healthy living. Will this new settlement be any different? Will desin reflect any traditio al Devon build, ie cob?	2/9/2019 5:28 PM
114	Not sure	2/8/2019 9:49 PM
115	The 9 key principles on paper look great, let's hope they are used.	2/8/2019 8:13 PM
116	Yes	2/8/2019 8:08 PM
117	Yes	2/8/2019 4:30 PM
118	No idea.	2/8/2019 3:54 PM
119	I don't believe they will be adhered to	2/8/2019 3:26 PM
120	Yes, Sports facilities/clubs a must	2/8/2019 3:14 PM
121	It all sounds great but will it just turn into a giant housing estate once the Builders move in and change their plans because they say the original plan is unaffordable.	2/8/2019 12:54 PM
122	Yes, but perhaps more emphasis could be put into those principles that could show how the impact of building the new Garden Village could help reduce the environmental impact of building in more rural areas such as the Culm Valley.	2/8/2019 12:25 PM
123	Fine	2/8/2019 12:22 PM
124	Yes	2/8/2019 12:01 PM
125	yes	2/8/2019 11:27 AM
126	Yes	2/8/2019 11:12 AM
127	TO provide more first class sporting grounds	2/8/2019 10:47 AM
128	Yes	2/8/2019 10:38 AM
129	Yes	2/8/2019 10:30 AM
130	Yes	2/8/2019 10:15 AM
131	?	2/8/2019 10:13 AM
132	They are very much all encompassing, some can be interpreted in several ways.	2/8/2019 9:58 AM

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133	Cullompton as a town fails its residents at the moment, not enough employment for the amount of people living in the area, it is already an area where most that live there commute out for work and traffic is appalling, so more houses will only result in much poorer conditions in the area	2/8/2019 12:17 AM
134	I don't think any of it is the right one, so no. first of all you need to fix the state of Collumpton now. we already have too much traffic and houses are being built with no end in sight without this "GARDEN VILLAGE"	2/7/2019 8:26 PM
135	yes	2/7/2019 8:14 PM
136	Yes, but need to add more on Sport and Leisure and also on Cullompton High street and traffic issues and the single traffic width road sections on A373 beyond Dullford.	2/7/2019 6:34 PM
137	Don't build the village	2/7/2019 2:48 PM
138	Ensure adequate space for parking in the new development. It is comment for 1 dwelling to need 3 parking spaces.	2/7/2019 2:15 PM
139	Yes. They cover every aspect of the communities we live in.	2/6/2019 2:56 PM
140	It sounds good. Again I think to achieve a real community spirit there will need to be buildings set aside for this. As a member of St Andrew's church we are keen to be involved in helping with this.	2/6/2019 11:10 AM
141	yes	2/6/2019 10:26 AM
142	Yes	2/6/2019 10:23 AM
143	No	2/6/2019 8:53 AM
144	Yes	2/5/2019 8:41 PM
145	Once again the key principles are waffle and designed to confuse people.	2/4/2019 6:32 PM
146	Yes	2/3/2019 4:21 PM
147	Main objective should be to protect the countryside by not building on it.	2/3/2019 2:53 PM
148	Yes - all seems clear.	2/1/2019 11:24 AM
149	yes	1/31/2019 6:38 PM
150	Open spaces and parks are wasted space which will be municipally mowed, sprayed and be void areas for wildlife and humans. The countryside coming into the garden needs to be that. Gardens... allotments, sensory herb gardens, butterfly and bee corridors of beneficial flowers. Community orchards with local varieties of cider and other apples, bee keeping etc etc. NOT open green grass.	1/31/2019 5:14 PM
151	Yes	1/30/2019 4:42 PM