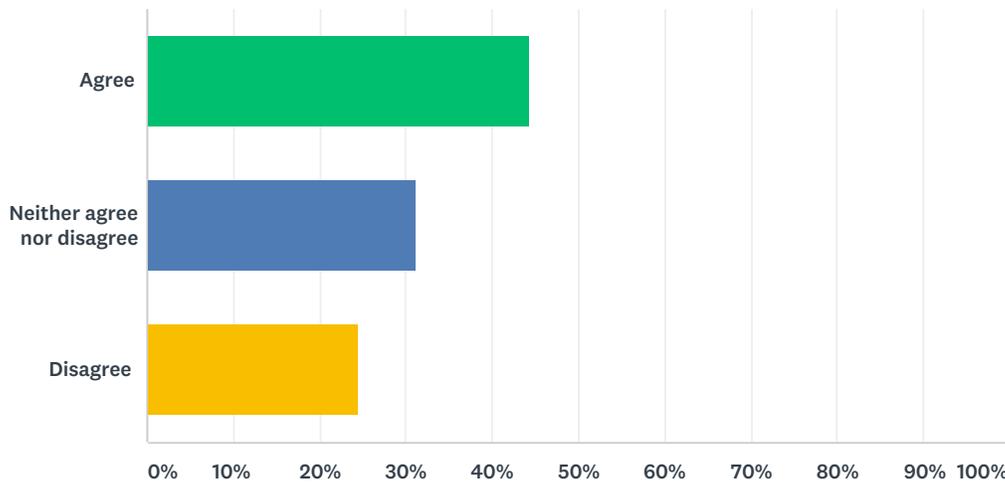


Q3 The map on page 28 of the Masterplan SPD shows a potential transport, walking and cycling network to serve the East of Cullompton development with potential to expand this into the wider garden village and improve connections into Cullompton. Do you agree or disagree with this strategy?

Answered: 90 Skipped: 17



ANSWER CHOICES	RESPONSES	
Agree	44.44%	40
Neither agree nor disagree	31.11%	28
Disagree	24.44%	22
TOTAL		90

#	ANY FURTHER COMMENTS.	DATE
1	We agree that master planning of the allocation should be future proofed to enable the design strategy flow into the wider garden village land. The proposed access strategy key streets will be very important in this regarded, as will the position of non-residential uses, and indeed the design approach to the edges of the allocation. As the SPD is progressed out intention, working with the Council is to ensure that, it deals with the big design and phasing issues is such a way that subject planning applications can be prepared with confidence of what is expected. There are several matters to refine during 2019, for example the SUDS strategy (for which a catchment-based water management strategy will be needed), the approach to the electricity transmission lines and the placement of primary school, local centre and the accommodation of other employment land and the strategy for formal green space. The final SPD will also require a phasing plan, linked to an infrastructure delivery plan.	3/5/2019 10:44 AM
2	Some of it we agree , certainly liking the concept but not the position of the walking and cycling ways if under the pylons , we disagree with the concept that it would improve connections into Cullompton as you are intending to close the Old Hill Bridge. We already have stated that A373 is a problem where it crosses the motorway . With the additional traffic flow will only make matters worse.	3/4/2019 5:32 PM
3	Cycle paths are essential but there needs to be a safe pedestrian and cycle route over the M5 motorway leading to: ↘ Cullompton Community College. ↘ Town centre. ↘ Connecting east and west Cullompton. ↘ From J28 to Willand alongside River Culm connecting to National Cycle Route in Willand to give national cycle connections.	3/4/2019 4:38 PM

## East Cullompton Masterplan SPD Issues Opportunities & Concepts (amended version)

4	The motorway junction needs improving before this is considered.	3/4/2019 4:18 PM
5	Potential?? How can I agree to a proposal based on potential strategies?	3/1/2019 8:56 PM
6	Potential??	3/1/2019 8:56 PM
7	However, why close Old Hill Bridge? Why not pedestrianise it and include it in your network?	3/1/2019 8:48 PM
8	You honestly think people will cycle across J28? You need to go and have a look. So the relief road in the CCA field will have a bit added to it, why not just plan it from the start if you are going to add a J28A. The whole idea of a town intersected with a motorway will turn in to 2 towns	3/1/2019 7:57 PM
9	How do you propose crossing the M5? Roads/walkways etc must be in place before people move in. The sentence that says "potential" expansion means this will just develop into a sprawling suburb of Cullompton.	3/1/2019 3:32 PM
10	Of course, walking and cycling networks are essential in any development in any location. My reservations about transport network (i.e. inadequacy of already busy roads) have already been mentioned.	3/1/2019 3:08 PM
11	People in the new development will go to work in either Exeter or Taunton and use their cars.	3/1/2019 2:55 PM
12	The transport network outlined only makes sense with delivery of vastly improved access to the M5	3/1/2019 1:40 PM
13	The likelihood and cost of a new road junction and relief road should be made clear. The whole of masterplan for this land should be predicated on this being provided first. No road junction No relief Rd No planning. The potential railway station is another misnomer. You might as well include on your plans 'potential space docking station'.	2/28/2019 11:46 PM
14	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. The wider picture needs looking at.	2/28/2019 11:12 PM
15	What Strategy. it is some doodles on a plan that lacks any vision or commitment	2/28/2019 10:46 PM
16	No, the surrounding area should be left as is	2/28/2019 10:42 PM
17	Infrastructure needs to be developed to have any chance of coping with traffic. Cullompton lacks the infrastructure to cope with current housing and population, never mind the new developments.	2/28/2019 10:04 PM
18	Well considered idea	2/28/2019 8:47 PM
19	There are some many hypothetical within the plan that these only make sense if access to the M5 is improved dramatically is guaranteed and sensible in itself	2/28/2019 8:14 PM
20	The route south of Honiton Road (from eastern end of Honiton Road to south Cullompton is poorly designed. A vehicular highway from Honiton Road to south Cullompton would be an ideal route for those in the Garden Village to get to south of Cullompton (e.g. Bradnich). Assuming that additional M5 junction materialises this would allow the commuters from the Garden Village to go to Exeter on M5 without using Honiton Road and the existing notorious M5 junction.	2/28/2019 6:37 PM
21	The transport network shown only makes any sense if a station is provided and the access to the motorway is vastly improved. None of this is yet costed or even on the agenda of Network Rail – so who knows... yes it would need bus routes, yes it would need cycle tracks and pedestrian walking routes – but it needs them now! By the time hundreds more houses are built it will need something very dramatic to make it work.	2/28/2019 6:05 PM
22	I would be concerned if cycle and pedestrian routes drop people into the middle of the CCA Fields as part of a primary route to schools and other amenities in the town - this is an isolated area that is not overlooked by housing	2/28/2019 6:02 PM

## East Cullompton Masterplan SPD Issues Opportunities & Concepts (amended version)

23	7. As a final note, I'm very much in support of improving access to Cullompton (from Kentisbeare and other surrounding villages) by bike and bus. I would use public transport or cycle a lot more if it were easier in this area. You can only catch the Cullompton Town bus from Kentisbeare to Cullompton on a Wednesday! The bus from Honiton also doesn't run every day. Additionally, re-opening the railway station would be a great way to encourage people to use public transport. 6. There is a plan to close access to Cullompton via the bridge at the bottom of Old Hill. This road is used by lots of people from Kentisbeare, Aller and Mutterton areas to access Cullompton without running the gauntlet of Cullompton High Street.	2/28/2019 4:49 PM
24	Cullompton is in need of a ring road adequate parking in the town, preferably free or at reduced rates. This would increase footfall in the town and encourage trade to return to the town centre and reduce through traffic which causes so much congestion at present. In line with this the motorway junction 28 needs improving to allow free flow of traffic to egress and ingress the M5 and local roads mentioned above. To encourage use of public transport provision must be made for a railway station, with parking and bus station in Cullompton; this would enable new and old residents to leave their cars when making journeys to nearby cities such as, Exeter and Taunton where the majority of employment will be. Local business such as farming, haulage contractors and businesses using local trading estates already congest the roads, business will not respond favourably to an increase in industrial estates if the problems of congestion are not attended to. Furthermore, large farm vehicles and haulage vehicles already congest and cause damage to local roads, I dread to think what our roads will be like in the future. Tourism, mid Devon is a major tourist and holiday area, especially as the M5 carries the main holiday traffic for all of the South West, increased traffic on our roads without proper provision is going to cause major problems in our area of Devon which is a holiday destination and an area of outstanding beauty. Care must be taken and a correct balance set before the construction of properties and the subsequent and irreversible destruction of prime farmland, or we will lose the reason why tourists come to our area in the first place.	2/28/2019 4:09 PM
25	One crossing point of M5 not adequate if part of Cully, ridiculous to run bike and footpath along roadside- accident risk to walkers, kids, dogs, cyclists. Traffic fumes and noise.	2/28/2019 2:44 PM
26	Further detail is required to demonstrate how the first phase will link with the overall Garden Village.	2/28/2019 2:38 PM
27	Most people will drive anyway, taking away any benefit from any new roads and just increasing current traffic problems	2/28/2019 10:12 AM
28	Good quality and safe cycle and footpaths are essential if the development is to be sustainable i.e. not just built around commuting by car. The exiting motorway junction would need to be improved to allow good connectivity between Cullompton and new development, in particular access to the new Railway Station by pedestrians and cyclists. The Railway Station is essential not optional for any "sustainable" development.	2/27/2019 9:00 PM
29	There is a need to ensure transport connections for the doctors surgeries in Cullompton as I suspect the funds will not allow for health care provision early on in the development. Closing Old Hill bridge would be detrimental to the residents of a small hamlet, Mutterton, as access choices would be reduced. This would also affect the remaining roads into Cullompton where we currently experience significant amounts of traffic - surely it is about increasing the road network NOT reducing the choices thereby excessive amounts of vehicles using the limited roads available.	2/27/2019 1:11 PM
30	Again a potential transport, walking , cycling network positive in theory but details lacking. The cost of maintaining local bus services is already proving problematic in rural areas. People will continue to use cars if shopping in town so there would be car parking issues if such a huge development were to take place.	2/27/2019 11:09 AM
31	There are some good ideas as expressed on page 28 - the issue will be in the fulfilment. There does appear to be a lack of bus stops to the south of Honiton road and it is unclear how traffic will be "controlled" in relation to the very significant increase in traffic movements and how J28 is accessed - there is absolutely no clarity on how the A373 will be improved as this scheme is built out	2/27/2019 10:19 AM
32	I agree with the strategy, however there appears to be no guarantees that this will be delivered and past experience that this type of infrastructure is seldom delivered. Also there is no plan to upgrade the A373 which is currently inadequate for the current volume of traffic.	2/26/2019 9:35 PM
33	The transport network needs to be in place before commencing development. The railway station is very unlikely to be approved, which will make the transport network at lot less effective. The A373 has been ignored.	2/26/2019 7:46 PM

## East Cullompton Masterplan SPD Issues Opportunities & Concepts (amended version)

34	The transport network needs to be in place before commencing and the railway I doubt will ever get reopened. The A373 again is completely ignored.	2/26/2019 7:46 PM
35	Before the building of the Garden Village begins the transport issues need to be addressed as the A373 is still completely ignored and the Cullompton train station reopening is extremely improbable.	2/26/2019 7:45 PM
36	The transport network depicts the hoped for reopening of Cullompton railway station, which appears unlikely from comments elsewhere. Infrastructure needs prior delivery. MDDC continue to ignore the resultant transport problems which will be created to the east, notably the inadequate condition of the A373 to Honiton.	2/26/2019 7:45 PM
37	there is still a motorway to cross and we still have a motor car based society	2/26/2019 7:38 PM
38	This will only work when there is access to the M5.	2/26/2019 4:35 PM
39	Cycle routes are essential. But also need safe pedestrian cycle route over M5 to a) secondary school b) town centre c) connecting E&W Cully d) from J28 to Willand alongside river Culm connecting to National Cycle Route in Willand to give National cycle connections.	2/26/2019 4:18 PM
40	Further detail is required to demonstrate how this phase will link with the other phases of the Garden Village.	2/26/2019 10:11 AM
41	Traffic is a real problem which seems to be ignored. Transport flow will only be successful if the main link to the motorway is improved similar to Junction 27 minimum is needed, why is this not being addressed. Surely 'Garden Village' implies 'green credentials' why are we not promoting alternative transport to that which burns fossil fuel, or build the garden village next to where the main areas of work exists?	2/25/2019 10:34 PM
42	I agree with the aim to improve connections into Cullompton. However as it stands, the connections to Cullompton are weak - even with a segregated cycle lane, the currently proposed options will still involve a need to interact with the busy M5 junction. There are a number of opportunities to do better. 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. An alternative to this would be	2/24/2019 5:54 PM
43	This is not the first issue to address, it is the last. Major transport infrastructure should be improved first.	2/24/2019 5:27 PM
44	This only makes sense if combined with greatly improved access to the motorway.	2/24/2019 3:49 PM
45	The transport network is poorly conceived and only works with much better access to the M5	2/24/2019 3:26 PM
46	You need to improve access to the M5 from the east properly	2/24/2019 11:40 AM
47	Feel unable to comment as the allocation boundary for the wider garden village has not been decided or agreed upon. Bridleways should be included as equestrian use is often overlooked!	2/22/2019 10:28 PM
48	The principle is forward thinking but until the extension parameters and therefore access points are known it is meaningless	2/21/2019 9:42 PM
49	J28 as "improved" in 2017/18 is woefully inadequate and cannot cope with today's traffic. No additional building should be started before access to and from the M5 at or near to J28 has been vastly improved. A new junction like J27 is a must to keep traffic flowing. Little mention is made oxbow the A373 to Honiton. This road copes badly with existing traffic and it will need to be improved before additional houses are built in this area.	2/20/2019 7:14 PM
50	Don't understand.	2/20/2019 1:52 PM
51	I think the map is very unclear.	2/19/2019 11:11 PM

## East Cullompton Masterplan SPD Issues Opportunities & Concepts (amended version)

52	Vastly improved access to the M5 required. The traffic lights installed at this junction have already lead to enormous delays crossing, or entering, the M5. The Garden Village will turn it into even more of a nightmare. The A373 would also need significantly upgrading	2/18/2019 2:04 PM
53	"Potential" implies that it will not be carried out. "Proposed" should be more convincing.	2/15/2019 3:56 PM
54	Opening Cullompton railway station should be a "condition precedent" to the whole concept.	2/14/2019 3:54 PM
55	All infrastructure should be in place before building starts.	2/14/2019 3:45 PM
56	<p>I can't see the logic for closing an existing, well-used bridge at Old Hill that allows traffic between the Bradninch / West Cullompton areas to get to Plymtree / Kentisbeare and beyond without using the existing bottlenecks of Cullompton High Street and the M5 junction 28 overbridge. The proposed location of a Southbound-only motorway access looks to be entirely the wrong place and would be barely adequate for the proposed development within the red line on this plan.</p> <p>Continuing with this proposal without taking account of the proposed 5000 home new town development would seem to be extremely short-sighted and a complete waste of money, which would be better spent on a proper long-term solution that takes full account of the new town proposals. A full North and Southbound junction located further to the South (where the existing B3181 crosses the motorway), with an access road running Northeast from there to join the A373 somewhere near Post Cross and with a link across to the existing Cullompton - Bradninch road would keep traffic away from Cullompton. I don't accept the argument of the limited space between the rail line and the motorway at this point because the motorway could be realigned slightly to the East (or the rail lie slightly to the West if cheaper / easier) to allow space for the sliproads on the Northbound carriageway. This would avoid the need for the proposed relief road across the CCA fields and would retain this leisure space for the old town of Cullompton. Major work also needs to be carried out at J28 to make it into a proper junction with 2 overbridges (as a junction 27). The existing setup of a miniroundabout and traffic lights isn't working, as evidenced by the daily queues back to Cullompton high street in one direction and beyond Mole Valley Farmers in the other. Commercial traffic trying to get out of Kingsmill estate have real difficulties getting onto the A373. A new road from Kingsmill to join the A373 on a roundabout somewhere to the East of Mole Valley Farmers would resolve this. Southbound commercial traffic could then follow the link road from Post Cross round to the new M5 junction at the B3181 overbridge, keeping it out of the new town altogether. These road improvements are essential before any development starts. Cullompton has already had experience of development being allowed before the accompanying road infrastructure is put in place (the road from the Weary Traveller through towards Willand) and the same mistakes must not be allowed to happen again.</p>	2/14/2019 11:31 AM
57	Further investigation is required to ensure that traffic flow and links are improved around the southern extension to the Garden Village. Perhaps to explore an additional junction further along the Honiton Road.	2/13/2019 2:44 PM
58	I agree with the strategy that is shown to be completely ignored in the plan as one of the two road crossings into Cullompton is to be closed and no new connections are being proposed. This is cutting connections by 50% and making matters worse.	2/12/2019 5:36 PM
59	Motorway, railway station and bus station cannot be optional, all are vital or the rest is a waste of time! Put roads under pylons as no-one else will want to go there!	2/12/2019 5:06 PM
60	It would be something that may need amendment when more houses are built. Although Tiverton train station is close they should consider outreach buses/transport in and out of the village.	2/12/2019 1:35 PM
61	I am not clear how existing issues at the Kingmill junction to the A373 will be addressed. It will only get worse with increased traffic. Is there no additional traffic planned onto this road? Given the variable location/nature of planned/proposed schools, how are these to be included in the transport plans? How will you ensure safety of those cycling/walking across the M5? There do not appear to be any pedestrian crossings planned - the existing M5 crossing with the A373 is not wide enough for dedicated cycle lanes and is not particularly safe for those on foot or on bikes.	2/11/2019 7:38 PM
62	Bus services to Honiton should be possible	2/11/2019 12:13 PM
63	I would settle for banks, post office and proper use made of existing buildings in Cullompton. We haven't even got a post box or travel links on our estate (Greenhouse Gardens)	2/8/2019 9:00 PM
64	What is the point when Cullompton as a town has been ruined by our local council, why would anyone want to cycle or walk there when there is nothing there! Perhaps the council should have considered this years ago when they ruined the town of Cullompton.	2/8/2019 12:52 AM

## East Cullompton Masterplan SPD Issues Opportunities & Concepts (amended version)

65	You cant agree on potentials, however I agree with the station and the motorway junction, cycling in old cully is bloody dangerous, so they are pointless. and people will not walk into cullompton as there is nothing to walk for	2/7/2019 8:45 PM
66	However, the present layout does not give easy access to the town - so much quicker (but dangerous) for pedestrians and cyclists to cross the existing M5 intersection.	2/7/2019 2:26 PM
67	People in the country us their cars rather thsn public transport, if they own a car which most people do. People like to drive to work and woman need a car to do their shopping as it cannot be carried by one person onto a bus. The Honiton road and the motorway access HAVE to be dealt with before this project can commence.	2/7/2019 2:17 PM
68	The development should be scrapped.	2/6/2019 9:04 AM
69	To carry out what is shown, vast improvements to a A373 need to be undertaken. In the existing built up area, there is no space for any improvements.	2/4/2019 7:03 PM
70	How can this link to Cullompton. There is a motorway in the way and the only way of walking or cycling across will be via busy motorway interchanges.	2/3/2019 3:17 PM
71	It should also be actively promoted	2/2/2019 2:55 PM
72	A new motorway junction should be a prerequisite to any development to the east of the motorway, otherwise the J28 Honiton Road bridge will be a pinch-point for congestion, exacerbated by heavy vehicle construction traffic.	2/1/2019 3:59 PM