

Appendix 1 Table of interactive map consultation responses

Transport	General Development	Questions/Other	Flooding	GI/BI/Landscape	Facilities	Affordable Housing
We have all the houses being built but no mention of a relief road for Cullompton town , it only takes one vehicle to stop in the town and within minutes you have a standstill, this still needs to be addressed asap	What about allowing these houses. That's more than 2000 houses in Cullompton. No justification for allowing another green field site to be bricked over	Having selected the tag to read the comment I am unable to select the "like button". No wonder there are no "likes" for any of the comments - smacks of a stacked deck!!! Side note: I can select the other buttons in the bottom row (for example Facebook)	Isn't this area subject to flooding?	Would be great to allocate some land for allotments that people could use to grow their own fruit and veg locally to reduce the amount of miles our food travels and to become more self sustainable. There are limited existing allotments with lengthy waiting lists and not all of lush have the garden space needed to have a veg patch	Cullompton secondary school has struggled for years with the space it has left to expand. We barely had room for all our years when I was there over 15 years ago. Could the secondary school be relocated to this site with new facilities that can accommodate the growing student population?	I saw in the FAQs that there is a requirement that at least 28% of the new homes built must be affordable, 28% is a pathetically small proportion of the new homes to be allocated to affordable housing, I hope that this can be increased in the final plan. Also will this affordable housing be shared ownership only? What will the fees be? A lot of the time shared ownership is just as unaffordable due to the extra monthly costs of rent, ground and service charges. Will this affordable housing be ring-fenced for local buyers, with a connection to the area?
5 LIKES	5 LIKES	1 LIKE	2 LIKES	0 LIKES	0 LIKES	1 LIKE
Not just one vehicle to stop but one to be parked there all day. Because traffic can pass in the other carriageway there is no obstruction according to the Police	Developments as big as this will only be successful long term if the infrastructure is properly designed and executed. Main areas where cost is not happily accepted by the developers are drainage, sewage and flood prevention. It is important that these aspects are properly sized, even oversized, based on the prediction of further expansion. Do not see and real assurance that this will be the case.	What is this? Is the plan to demolish the existing industrial estate to make a new road?	Are these reservoirs or admitting you know the area will flood? Have you reached out to southwest water to discuss future water supply for these vast developments? Considering most our local reservoirs are still at 20% shouldn't we be focusing on reducing the strain on our water resources until a planned action has been implemented?	At first glance there seems to be a few broad green spaces / corridors reserved within the Masterplan map. However, I am curious about why broad corridors are missing / weak in other areas e.g. southern end. Please seek to improve. I wonder how the layout was informed by ecological evidence and recommendations - plus, on the other hand the (emerging) Nature Recovery Strategy would help inform opportunities for habitat enhancement. Stakeholders need to understand this aspect. Also there is an argument to optimise NOW because the nature gains can't be put back in at a later stage. Bear in mind the baseline landscape was perhaps not ideal - so there are potentially opportunities not identified (some species/groups and habitats would not be found in the surveys).	East Cullompton needs some food shops. Suggest a large supermarket goes in this location, Asda or Morrisons, also East Cullompton needs a new food pub for the very large community. Pub should be built in early stages of construction, so should supermarket. East Cullompton also needs other retail, eg. Halfords, Screwfix, Homebase, Shoe Fare, Currys, Superdrug, The Works or WH Smith stationers. If there is no retail in East Cullompton it will just turn into a commuter village and everyone will get in their cars and drive to Taunton or Exeter. So the point of the GV being a cycle friendly zone will be lost. Cullompton High street is very small and all the shop units are very small, so big new retail will not detract from High Street but make East Cullompton a destination point.	Will any of this new housing actually be affordable for local people like myself? All of the recent new developments created in and around Cullompton have focused on "luxury" 3,4 and 5 bed homes that are vastly more expensive than the average budget of local people. These new homes seem to be intended to house people from outside the local area, putting more pressure on our already over stretched local services and infrastructure. Please focus on providing the housing that is actually needed by local people who have grown up in this area first.
0 LIKES	1 LIKE	0 LIKES		2 LIKES	0 LIKES	1 LIKE
Reopening of Cullompton train station is vital as part of this development. This should be completed before the houses are finished and should also include a cycle network so that people can get safely to the train station on bike. A cheap car park should also be included in the train station to encourage people to use the train rather than driving in to Exeter or Taunton.	We've already had 2k odd in houses going in right now into north Cullompton. The works at Mill Gardens already cut our internet off for a month and the college practice is on a generator again because their cables been cut...again. The houses going in at the Bloor site made that road a nightmare to navigate with them developing entrances on to the main road at the same time as Mill Gardens. It's too much disruption to local residents and wildlife at once. These developments need to be staged over years not months. It's too much and the towns existing community are going to suffer as well as the wildlife. Its awful, kind of regretting moving back here to be honest	Is this temporarily closed meaning it will reopen again? With so much money being made from development a little extra on getting the right information on the map may help.		Green landscaping places - Will this site be subject to maintenance fees on top of council tax? Personally these kind of schemes but me off buying new builds, its like paying rent for the land your house is built on which for people who already struggle to get on the housing ladder is off putting. Especially when there is no regulation on these charges and they can just be upped whenever the developers like with no cap. We've recently moved back here and it was so hard to find a house free of this entrapment. If the council wants to grant permission for large housing developments they need to pay for their maintenance. Its like buying a pet then expecting the breeder to pay for its lifelong care when you're their registered owner. They need to take some accountability and foot the bill.	A problem. Even when fully expanded Fordmore farm shop will never be able to provide the range of goods such as a supermarket like Asda or Morrisons. Therefore there should be plans in East Cullompton to bring in a new large supermarket store.	
3 LIKES	0 LIKES	0 LIKES		0 LIKES	0 LIKES	
The lack of hard commitment to constrain development until adequate infrastructure is in place is depressing. No hard commitment that I can see about the Link Road, and the reference to what Network Rail may or may not do re the Station is pitiful. With events to date, its difficult to have confidence that adequate constraints/conditions will be exercised on the developers. I have worked across the UK on significant infrastructure projects over the last 40 years and have seen what effective planning controls can leverage from Developers so why so lack-lustre here?	How can you build a housing estate right up to a large working dairy farm? Not only will it be rife with people wandering into the farm creating a theft risk but there's also issues from a health and safety perspective. It's completely brainless.	What is this? Not detailed in the key for the illustration (blue arrow)				
1 LIKE	5 LIKES	2 LIKES				
I read in the local media yesterday that the new railway station's gone from 2023 to 2025 for being developed. This is far too late. With over 2k in houses in north cully being built and the 5k in the east you'll need the railway ASAP. Cullompton always been a commuter town - people are going to be attracted to the M5 corridor not the sense of community. It's vital to have more sustainable transport options for all these people	A large part of the perimeter of this masterplan is a perimeter road with housing behind. There is no feathering of the masterplan out into green lungs, or softening down into parks or recreational areas needed by this scale of housing. What this does point to is further and further expansion in the future, bolting on more housing and desecrating farmland and existing habitats. Put a softer, greener edge to this masterplan so that the abruptness of the buildings is contained, don't use perimeter roads and provide evidence of the curtailment to the future expansion further outwards; or be truthful about the intention for this masterplan to be part of an even greater, even worse addition to an already disjointed, problematic unsuccessful small town. Fix the existing town problems/connection, use brownfield land first and provide a measured masterplan solution. This is none of those things.	Maybe someone could show the original outline of the Culm Garden Village on the same map so that we can see how it fits into what is now being called East Cullompton. I think the whole area for East Cullompton is much bigger than the Culm Village and people will be confused and think it only refers to the same area as it is not being shown as different.				
0 LIKES	7 LIKES	0 LIKES				
There is no way this motorway junction is going to cope with the amount of traffic these housing developments are going to generate. The motorway closed today and as usual the town bottle necked within minutes. The relief roads must be built before any more developments. Traffic congestion is not going to contribute to your eco plan. Also the bridge as a pedestrian is a nightmare to cross due to the volume of traffic and lack of crossings. That needs to be taken into consideration if you are expecting people to walk and use green corridors	Not entirely sure this will be the boundary and the pledge not to encroach onto Kentisbore Parish will be broken intentionally.					
0 LIKES	2 LIKES					
What will be done to improve this junction? With all the added traffic, from the new houses that will be created, this junction will be unable to cope with rush hour traffic and commuters. Traffic already backs up at peak times everyday at this junction and through the town. Will the road improvements be prioritised and put in place before the bulk of the construction work takes place?						
1 LIKE						
All the people that live in East Cullompton or are part of the Garden Village will not be able to easily park when they drive to Cullompton About 10 spaces are being removed from the Higher Bullring to "improve" the area for bigger events for more people to attend. Not sure where any of them will park						
1 LIKE						
I feel that the Cullompton inner relief road needs to be completed and the Cullompton railway station re opened (should never have closed in 1960s) before any houses are built in the Cullompton Garden Village. Please please look first at the infrastructure.						
3 LIKES						

Transport	General Development	Questions/Other	Flooding	GI/BI/Landscape	Facilities	Affordable Housing
No obvious comment linking this long overdue development to the SPD. At Kentsbeare presentation it was stated that the Inner Relief Road (via CCA Fields) had to be completed BEFORE the Garden Village was STARTED. Recommend that it be clearly stated in the SPD that the Inner Relief Road be completed BEFORE the Garden Village is started. Indeed a section for such preconditions be added to the SPD document.						
7 LIKES						
No obvious provision for the possibility of linking the southern end of the Inner Relief Road (through CCA fields) to the relief road shown by Jenny Clifford when presenting the Garden Village running to the south of Honiton Road starting just east of the last house in Honiton Road and running close behind the existing houses to S Cullompton. Clearly if both roads are implemented then it would be COST EFFECTIVE to arrange for the intersection to be implemented at the same time. This should be a condition not an afterthought.						
3 LIKES						
There should be plans for this route to Exeter to be accessible without going through Cullompton town centre. There is already too much traffic in the town centre as it is.						
0 LIKES						
Is access via Greenhouse Gardens to be permitted for delivery of building materials and general building work? Access direct to building site from Honiton road (A373) would be preferred option by majority of residents.						
0 LIKES						
Clearly the existing plans show that unless the southern relief road discussed when the Garden Village was first mooted (or a northern relief road as suggested at the Kentsbeare presentation) is implemented the traffic on Honiton Road will substantially increase. All of the houses at the eastern end of Honiton Road have individual direct vehicular access onto Honiton Road. For these houses it is already difficult to get onto the road, especially if turning right. Given the failure of other traffic schemes to limit traffic speed in Cullompton (for example High Street, Silver Street in Willand, Tiverton Road) it is questionable that any traffic calming scheme will work. This is especially true if it is remembered that Highways may impose other restrictions on this road which is classed as an A road.						
2 LIKES						
Buried in the planning is a bit on the need for changes to Honiton Road. No detailed plans are evident but it proposes the use of 20mph speed restrictions. Just wondering how this will be enforced. The road currently has a 30mph limit but many motorists blatantly flout this limit. On the rare occasion we have speed cameras the traffic flows very slow compared to the norm. Are we still having the Garden Village relief road that was planned to run from A373 (between last house and farm entrance) that runs south of the existing houses to south Cullompton? This will reduce load on the road.						
0 LIKES						
When the Garden Village was first presented there was a relief road linking the A373 starting just east of the last house in Honiton Road and running to the north of the road shown in this presentation. It just clipped the corner of the field behind 25 - 27 Honiton Road. There is no reserved area for this item that was voted on in the previous presentation. If I understand the plan correctly the area is designated for housing. For some not a significant change but quite relevant for those living in Honiton Road. If this significant modification from the original plan what other "adjustments" have been sneaked into the plan?						
0 LIKES						
Where's the new relief road? This council should get its priorities right before making big plans						
4 LIKES						
Some time ago it was determined that there would be a relief road that linked Honiton Road (about where the 40mph sign is) around the southern side of the houses and linking up to existing roads in the southern end of town. This would then allow the Garden Village traffic that wanted to go to S Cullompton (for example Aldi or Bradnich) to avoid the M5 bridge. Has this relief road been cancelled thus forcing all traffic along the existing road (A373/Honiton Road) to add to the chaos at the M5 Junction?						
0 LIKES						
It looks like a Blundells Road problem in the making!						
3 LIKES						
I hope there are bridges to accommodate safe access across the busy A road as the plan is to make every where accessible within 20 walking or cycling minutes.						
1 LIKE						
Will these new homes have adequate parking? I understand that the plan is that every part of the development will be accessible via walking/cycling, however, people living here will still most likely need a car/vehicle to commute to and from work or to get to Exeter and Taunton etc.						
1 LIKE						
This route is still an outline plan. There is plenty of scope for making this route a bespoke alternative to Honiton Road rather than trying to modify Honiton Road. For example ensure that all vehicular access is via service roads and not directly onto the road						
1 LIKE						
Honiton Road is a very busy A road. Making it a 20mph zone is crazy if there is not an alternative route for large HGVs and other routes. So build a new road from Kingsmill Lane up behind the back of East Cullompton connecting to Honiton Road by a roundabout in the area of Aller Barton. This would take all the heavy traffic off the existing Honiton Road. When there is a new road to take heavy traffic and only when that is built and open could the existing Honiton Road become a 20mph road.						
0 LIKES						