

**Sandra Hutchings**

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**From:** Pat Butler  
**Sent:** 10 October 2014 14:50  
**To:** DPD  
**Subject:** RE: Cullompton Urban Extension  
**Attachments:** MasterplanningObjection.pdf

Please find attached my observations, comments & questions in attached email

I attended one of the consultation sessions at the Hayridge Library, armed with thoughts, questions & queries for the developers' consultants, based on the middevon website statement: 'You can also speak to a planning officer and the developers' consultants at public exhibitions'

I managed to speak with a Local councillor (Found it quite insulting that he thought that I was a member of the press because I had done some research...!) planning officers, (Placators rather than discussers), but no sign of any representative of the developers consultants.... Where was he/she?

As I was unable to ask the developers' rep any questions, they are included within the attached letter- I do hope that someone takes the opportunity to respond.

I assume that contact details will be removed prior to publishing on website.

Please confirm receipt  
Regards

Mrs Patricia Butler  
7 Danes Mead  
EX15 1XP



Mid Devon District Council  
Planning Dept  
Phoenix Hse  
Tiverton



10<sup>th</sup> October 2014

Sirs,

Re: Masterplanning : Cullompton Urban Extension

I am writing to express my concern over your plans for the Cullompton Urban Extension.

I do not object to development: I do object to development for development sake-ie driven by government targets, rather than being thoughtfully developed alongside employment opportunities to provide community stability & longevity .

In short, my objections are:

- Spoiling Devon countryside unnecessarily when other options have not been thoroughly explored.
- Reduced quality of life as a Cullompton resident living adjacent to the proposed site.
- Concern about the Density & Height of housing & impact on the look & feel of Cullompton countryside
- Impact from additional Congestion from new development on a road system that currently cannot cope with pre-development traffic level
- Impact of reduced air quality, noise pollution which contradicts some of the aims of the local plan
- A Road system design that suggests that established estates could become a rat-run to & from the motorway
- The creation of Link Road which has given no consideration to the impact on quality of living for current cullompton homeowners.
- A Motorway junction that needs improvement before any additional housing built
- The idea that more housing will provide a sense of identity is a fallacy, as, without adequate sustainable employment it will merely strengthen Cullompton as a commuter town.

Observations, Suggestions & questions:

It must be stated that a policy to build a set amount of housing within a set time as a measure of 'achievement' set by central government does not equate to a healthy environment at a local level.

It leads me to wonder whether meeting the target leads to funding from central Govt? Is this the case? If so, what proportion is used to improve the infrastructure/services within the areas affected by housing? If not, why is local Gov't hell-bent on ruining Devon & making it look like everywhere else, at the expense of what is quintessentially English?

I am very worried that the 'essence' of Cullompton will be lost with the positioning of the development on the north western edge, as it will be built into the beautiful, up to now unspoilt hillside. My fear is that it will visually be a 'blot on the landscape', turning Cullompton into just any other town, with more housing than hills, and that practically, it will create more issues than it will address.

It is mooted that the urban extension is necessary to save the villages- I beg to differ. Surely we need to think about the future survival of both Devon Towns and Devon villages?

Firstly, Rather than using prominent Greenfield sites, why can't the housing be more evenly spread throughout Devon: infill building in towns & small developments in villages to help those villages survive & thrive? Has the option of Urban infill been investigated? If not why not? If so, where are the results of the research?

Secondly, if development is to take place here or anywhere in Devon, buildings should be low level (no more than 2 storeys high), at the base of/along the contours of any hills/ or as much 'on the flat' so that no housing is prominent & so to retain the 'countryside' feel & appeal of the area. This may also aid the possible marketing of places like Cullompton as a tourism base to explore nearby National parkland.

Thirdly, is to ask if the New town of Cranbrook area has been utilised to fully or whether there is capacity to develop that site further instead?

At this early stage, I note that the developers are already trying to 'twist arms' for more land before they can provide an adequate infrastructure: What guarantees are there that they will not continue to 'move the goal posts' (or the fenceposts) and take up more and more land without due consideration to those already resident in Cullompton? There seems to be a great deal of care to protect the habitat of the wildlife, I wonder if so much thought has been given to the impact on those living adjacent to the site?

Community/retail facilities: It is all well & good to talk about developing community facilities as part of the development, but will there be sufficient money available to maintain such facilities in the long term, alongside those already available within the town, or will lack of future funding lead to empty or underutilised buildings either on the development or within the centre? What research has been completed to investigate use of existing facilities & the funding for these and any additional community facilities in the future.

At a time when services/ funding is being cut to the wire, this is an aspect which should not be overlooked or trivialised.

I also question whether the provision of local retail & community facilities within the new estate will isolate the estate rather than join it to the local centre, so current 'indies' in the high street would possibly not benefit from more footfall.

Traffic: More housing means more traffic...as most households have more than 1 car, 1100 houses could mean 1500+ additional cars on the road. As it is unlikely (please prove me wrong if you will) that the development will provide jobs for this amount of people, the majority will be commuting to & from their place of work outside Cullompton, contradicting some of the aims of

the Local Plan, which is to decrease the carbon footprint & to improve the air quality. How can the additional traffic be justified when it contradicts the Local Plan re carbon footprint & air quality? Is there a strategy to introduce the right level of sustainable economic development so that Cullompton does not become a huge commuter town?

Pollution: Has an assessment been carried out to assess the audible, visible, & environmental (air quality/pollution) impact of traffic & new road systems? if no why not? if so Are there plans in place to put measures in place to prevent excessive noise to our properties?

It looks like the houses/schools etc will be built on a gradient, so it is unlikely to encourage people to be 'eco'( ie walk or cycle), so the car is likely to be the most used transport. Work to Junction 28 and a relief road should be in place BEFORE any housing development takes place. Traffic often stacks back beyond Tesco, to station road & through the High street, onto Millenium way & down to the slip road to the motorway-at different times during the day: At peak times, traffic is stationary on the hard shoulder of the motorway when trying to leave at junction 28- this is an issue that requires work before the problem is added to by more housing & more cars and before someone loses their life due to lack of necessary improvements to the motorway junction.

Roads from development & impact on established estates: The design does not take into account the issues faced by the homes close to the ' B' road & Saxon way roundabout:It is human nature that we find shortcuts whenever we can: there is no doubt in my mind that commuters will cut through the Saxon Way roundabout down to Millenium way, making this a 'ratrun'. Thus for residents of those living in Danes Mead, Lancaster & other roads down to Millenium way reducing their quality of life ( we may not be wildlife, but we should still be considered as an important part of our Cullompton habitat!...) increasing the noise, reducing the air quality, increasing the risk of accident or injury by car as driver or pedestrian.

What measures are being taken to minimise the impact on local residents adjacent to the site?

The idea to make a B road into a link road is nonsensical... there is a weight restriction from Willand to station road: increased traffic volume & noise will negatively affect the residents of those houses adjacent to the road: the noise & volume from the current traffic level & type is already excessive: the practicalities may work in the mind & pocket of the developers, but that is where, for the current residents of the area, the pros end. The link road could to be located as per option 1, so that it is near the employment planned, and so that traffic will use Willand rd roundabout & millennium way to get to the motorway. Surely a link road should go around a town & not through it so as to ensure 'coming home' to your evening meal is not like sitting by the roadside with a picnic...!

What traffic calming/other measures are being considered to keep engine noise down?

The routing of HGVs should also be a discussion point: what is the plan to route HGVs & other heavy traffic to keep them away from residential areas?

The height & density of the housing is not yet noted: Consideration also needs to be given to planting around community areas & roads to soften the look & to provide a visual/audible

'buffer' and to make it a pleasant place to be. I see however that the traveller pitches already have a set footprint which includes space for 2 caravans, a brick-built day room & 2 parking spaces- this is likely to be more parking than most 2 or 3 bedroom houses will be given...

NB: There is no reference made to whether the pitches are permanent or temporary.. either way, they'll have a better vista than most!

With the flooding of recent years, I feel the residents of Cullompton need to be assured that sufficient provision has been made to disperse surface water from roads, sports fields & buildings to an ever saturated water table, and that there should be a contingency/financial plan should the provision fail to be robust enough so that the residents of Danes Mead & similarly placed estates do not bear the practical, emotional or financial brunt of bad planning.

I really do feel that economic development together with the introduction of the relief road & improvement to the motorway junctions need to be agreed & in place before any future housing development. I understand that Highways Agency hold a lot of card regarding this matter , unfortunately I saw no HA presence at the library, which is unnerving as they will play such a huge part in how Cullompton manages its future.

Without the right structures in place, wherever the developers build, Cullompton is likely to become a place of traffic chaos, resulting in more people moving from rather than to the town, which isn't the future any of us want for such a lovely place.

Mrs P Butler

~~36~~ 4/5062

Northwest Cullompton Urban Extension Stage 1 Consultation

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**COMPLETE**

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**Q1: The masterplan will need to take account of and enhance natural/environmental features of the site and its surroundings. Are there existing environmental features you would particularly like to be protected or enhanced?**

Hills & fields & lanes & bridlepaths, trees & habitats for birds of prey & bats

**Q2: Planning policy allocates the site for 1100 dwellings and employment. Due to site constraints, this cannot be achieved. Only 700 houses are likely to be provided on the allocated site. It is unlikely that this will be enough to pay for the infrastructure that would be required including the new road, primary school and other community facilities. Should the boundaries between the green infrastructure and housing land be amended in order to increase the amount of housing to compensate for this and pay for these facilities?**

NO NO NO and just in case I havent made it clear.... NO... Infrastructure needs to be guaranteed/fully funded first, as there is already too much traffic for the roads we have & the limited options for motorway access.

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**Q3: The development will increase traffic. How should this be dealt with and where should the proposed road connect into Tiverton Road and Willand Road?**

option 1 to lessen the impact on B road & full lane, and to avoid using existing housing estate as a 'ratrun' to & from motorway via saxon way etc...  
also gives better access to employment site.

**Q4: The residential element will provide a range of housing types and affordability. What types of housing would you like to see?**

None... i feel that the essence of cullompton will be ruined- it will almost double the population, lose the 'in the country' small town feel.  
any housing needs to be low level, especially at the front of the estate, with 2 floors max throughout the rest.  
social housing if not thought through & managed correctly can become a 'ghetto'  
traveller pitches should not be given preferential treatment- they should have the same space allocation as the rest of the 2bedroom houses: which are unlikely to have space allocated for a touring van & 2 car spaces and a day room in addition to the their home.....

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**Q5: The urban extension proposes employment floorspace. What types of employment should this include and where should it be located?**

Not sure how this will work at either site as there is a weight restriction in place between willand & millenium way????

this suggests use would be by small/cottage industries- will this be enough to provide employment locally & does it justify damaging greenbelt..

why not extend the industrial estate on the other side of the motorway (kingsmill) or other areas already set up for industrial use, such as alexndra ind estate or similar??? why destroy green land when there are other more feasible options????

**Q6: Where should the new primary school be located?**

Dont think any are very good.... need to know more about

Design/ height of school- Lighting: floodlights- impact on neighbourhood??

Noise- what activities will the school be used for out of hours & how will noise pollution & intrusion be kept to a minimum??? for example offensive lanuage from those using sports pitches

Planting around school to soften impact on green space it is destroying

air pollution made by additional cars all sitting with their engines running when dropping off & picking up floodlights from sport pitches

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**Q7: The masterplan will provide major areas of green and recreational space. What should this include? Where should new sports pitches be located?**

there are already sports pitches in cullompton. Why can't these be utilised so that we are left with more green space

Has a survey been done to check the use of sports pitches in cully??

we already have major areas of green spaces- that you are trying to destroy to put in a differrent green space... it just doesnt make sense..

**Q8: The policy proposes a new community centre and youth facilities. What new community facilities are needed? Where should they be located?**

depends on how many houses doesnt it???????

do need a letter box at north end of cully!

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**Q9: Please comment on the two emerging development options. Of the two options put forward, do you have a preference?**

dont like either... will spoil the look & feel of cully... why are councils hell bent on destroying what makes devon so special & making us look like any other town??

Northwest Cullompton Urban Extension Stage 1 Consultation

**Q10: Overall, do you agree with the proposed scope and content of the proposed masterplan document?**

No... it will spoil & change the nature of cully, worsen the air quality & increase the carbon footprint due to increased traffic.

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**Q11: Do you have any other comments to make on the proposed masterplan document?**

ill conceived, all about money not quality of living.

There needs to be guarantees that the infrastructure can be funded before any houses are built.

**Q12: Are you**

c) A member of the public

**Q13: Members of the public only – do you live**

a) Within or close to the boundary of the allocated site at NW Cullompton

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**Q14: NOTE: RESPONSES CANNOT BE REGISTERED WITHOUT A NAME AND ADDRESS**

Mrs Butler

**Q15: Please provide your postal address**

House No.

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Postcode

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