

Northwest Cullompton Urban Extension Stage 1 Consultation

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**COMPLETE**

Collector: Web Link (Web Link)

Started: Wednesday, September 24, 2014 8:28:26 AM

Last Modified: Wednesday, September 24, 2014 9:20:07 AM

Time Spent: 00:51:41

IP Address: 217.42.255.137

PAGE 1

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?

Not certain what your definition of 'environmental features' covers. I have examined the exhibition panels at the Heyridge Centre on 24 September 2014.

My concern is that the new development will destroy parts of Goblin Lane, which at present is a recreational resource - a lung for the town. The name 'Goblin' implies an ancient trackway which may well date back to the Roman period and be associated with the forts dating from that era on St Andrew's Hill.

While the land immediately adjacent to Goblin Lane is not prime arable, some land in the proposed development area is. As I've stated before in other Cullompton proposals, building on such land loses it as an agricultural resource for all time. As a result with a burgeoning population in the UK we have reduced resources to feed it - far from an ideal way to progress.

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?

If I'm right, judging from previous plans to expand housing etc in Cullompton, it is government that is driving the requirement for additional housing. Government's lack of controls over immigration through its membership of the European Union is leading to a population explosion in the UK. The government should be funding the new road through, I suggest, a grant or subsidy from the EU, rather than rely completely on the developers to come up with the money.

PAGE 2

Northwest Cullompton Urban Extension Stage 1 Consultation

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?

I gather from Ian Screnson that the new development of 700/1100 houses at Cullompton will largely be for families with one or two adults working in Exeter: ie Cullompton is and will become an expanded dormitory town for Exeter. There is limited work potential in Cullompton at present and is this to change in the future? If so, how?

To commute to Exeter from Cullompton most people will use the M5. This is already crowded in the summer months. And for those concerned about climate change, expansion in Cullompton isn't going to help with extra hundreds of cars driving to and fro from Cullompton to Exeter. Added to which the present Junction 28 is inadequate for the present day, let alone 10 or so years' time.

Adding new slip roads etc to the south of the town could provide a temporary solution and alleviate pressure on Junction 28.

One suggestion I've made before but I see limited reference to in the proposals is to build a railway station at Cullompton. The old pre-Beeching site is largely lost under the motorway service area. With the CPM Group/Mott MacDonald StepSafe modular platform units it would be possible - I suggest - to build a new station to the south of Junction 28.

The present town bus service could be extended to cover new housing and take commuters to the new station, reducing the use of cars in the town and on the motorway.

When I first put forward this idea MDDC suggested I got in touch with the ROCs. I think for the development to seriously take place it will need more than the ROCs to make it come about and will involve Network Rail and Somerset CC. As a new train service, to be viable, it would need to run between, say, at least Bridgwater and Exeter Central, calling at Taunton, Wellington, Tiverton Parkway, Cullompton and Exeter St David's. Ideally it would run on to Topsham and Exmouth, but planners have allowed the station site there to shrink to a short single platform, if my memory serves. That would probably be inadequate for the sort of units now running on the main line.

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

Respondent skipped this question

PAGE 3

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

Respondent skipped this question

Q6: Where should the new primary school be located?

I gather the preferred option is to build the school adjoining the Culm Valley Integrated Centre for Health - the surgery. This seems to make sense.

PAGE 4

Northwest Cullompton Urban Extension Stage 1 Consultation

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

Respondent skipped this question

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

Respondent skipped this question

PAGE 5

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

Respondent skipped this question

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

No. I have reservations as outlined in earlier entries. I believe the government should take more responsibility for the expansion plans - if it demands more housing then it should contribute to the infrastructure - ie distributor road, improved access onto M5 and a new railway station and train service. Possibly also subsidising an extended town bus service with an additional bus or buses, of larger capacity. Departments to be involved should be Local Government and Transport.

I understand that the route through the recent development linking Swallow Way and the Tiverton Road (the new Swallow Way) will become a bus route. It would seem that MDDC planners and the developers have not addressed the problems of on-street parking. There should have been provision for more off-street parking in this area as the road is only effectively single width in places, especially at weekends and outside working hours when cars park up in the street. Should the new development go ahead, road width will need careful attention.

PAGE 6

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

Respondent skipped this question

Q12: Are you

c) A member of the public

Q13: Members of the public only – do you live

b) Elsewhere in Cullompton

PAGE 7

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

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Q15: Please provide your postal address

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