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**MM-
MM35**

COMPLETE

Collector: Main Mods Live Survey (Web Link)
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IP Address: [REDACTED]

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Q1 Personal Details

Title	Don
First Name	HENRETTY
Address Line 1	13 Siskin Chase
Address Line 2	Cullompton
Address Line 3	Devon
Post Code	EX15 1UD
Telephone	[REDACTED]
E-mail Address	[REDACTED]

Q2 Agent Details (if applicable) Respondent skipped this question

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Q3 Name or Organisation

Don Henretty

Q4 To which Main Modification consultation document does this representation relate? Please tick one box only (please complete a separate survey for each document you are commenting on) **Schedule of Proposed Main Modifications**

Q5 Please indicate the schedule reference (e.g. MM01) in the above document and the Policy number (e.g. DM1) to which your representation relates (please complete a separate survey for each schedule reference you are commenting on):

Reference Code	MM35
Policy	CU21

Q6 The Local Plan Review 2013 – 2033 is required to be assessed against the tests set out in paragraph 182 of the 2012 version of the National Planning Policy Framework to establish whether it is ‘sound’ and complies with legal requirements. Please refer to the guidance notes above for further information on the tests of ‘soundness’. Do you consider the Local Plan Review to be:

	Response
Legally compliant	Yes
Positively Prepared	Yes
Justified	No
Effective	Yes
Consistent with national policy	No

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Q7 Please provide your comments below

I wish to comment on the removal of the requirements for the Town Centre Relief Road / North West Cullompton Distribution Road link prior to the development taking place.

This is based on the advice from Devon County Council Highways but I see no reason for this decision. On the contrary, the removal of alternative routes from the proposed site will greatly increase the current congestion and pollution from Colebrook Lane to M5 - J28. At peak times , especially on school days, traffic regularly backs up before Exeter Hill and takes approximately 30 minutes to reach the motorway- a distance of approximately 1 mile. Over a quarter of this journey, from the beginning of Exeter Hill to the Bullring, the road only has the pavement width before the buildings create a "canyon" effect, increasing the pollution problem. I cannot see how this complies with NPPF sustainable environment objective (or Devon Local Transport Plan (LTP3)policies on reducing pollution).The pollution and congestion is now far greater than when the requirements, now being removed, were first included in the Plan, so I do not see how this change is justified.