

1483/S11/mod
1483/S27/mod
1483/CU20

From: Local Plan Review
Subject: FW: MDDC Local Plan
Attachments: MDDC local plan.doc

From: [REDACTED]
Sent: 14 February 2017 13:45
To: Local Plan Review
Subject: MDDC Local Plan

Please find attached letter regarding the new build at Cullompton adjacent to the A.373. Keith Granger
Clerk Broadhembury

BROADHEMBURY PARISH COUNCIL

Grange Lodge,
Broadhembury,
Honiton.
EX14 3LJ

Dear Sir/Madam,

I am writing on behalf of the Broadhembury Parish Council to respond to the changes in the MDDC Local Plan Review of January 2017.

In essence we feel that, with regard to the proposals for Cullompton, the Local Plan remains unsustainable. We are also very concerned about some of the underlying data used. I have listed below the various amendments that we would like to highlight:

S11 The number of dwellings allocated to Cullompton has risen to 3,930. Whilst there remains reference to a link road between Tiverton Road and Willand Road 'to ease congestion', the impact the narrow High Street in the town centre is still not discussed in any meaningful way.

2.25 The proposed development of 42,550sq m of commercial development at J27 is likely to have a detrimental impact on Cullompton Town centre and lead to increased traffic accessing J28 from both sides of Cullompton drive to the Tiverton retail park.

2.64 There is still no recognition of the fact that the Flood Risk Assessment was based on 2008 data, conveniently ignoring the significantly high levels of flooding in 2012. The NPPF states that "decisions should be based on up-to-date information about the natural environment" and this should be reflected in the Local Plan.

3.102 The plan to reopen Cullompton Railway remains without parking provisions, this will add to the existing parking problems within Cullompton. It is unrealistic to expect all railway users to bus, walk or bike to the station, indeed Tiverton Parkway has had to double its parking provisions in recent years.

3.135/3.117 *"A transport assessment to accompany a planning application would need to consider the impacts on the local and strategic road network including Junction 28 of the M5"* This amendment does not clearly ensure that the impact of

the extra cars and lorries on the A373 as far as Honiton is considered. Traffic from both the proposed commercial and residential sites will not always conveniently turn towards the M5, especially if the 'Relief Road' is on the East side. The A373 is already under pressure from exiting traffic and the hamlets of Dulford and Coliton will suffer from increased noise and air pollution if the development goes ahead.

Yours truly,

K.V. Granger (Parish Clerk)