

## **Preliminary Transport Position Statement to Mid Devon District Council Local Plan Review**

**21 December 2016**

### **Tiverton Urban Extension**

A large amount of work has been undertaken to develop an acceptable and deliverable infrastructure plan for the Tiverton Urban Extension. This is linked to a grant application to the Local Enterprise Partnership as part of Growth Deal 2. This would provide a new junction/access onto the A361. In addition there is a range of other transport requirements to make the development acceptable.

The site was originally intended to accommodate up to 2,000 houses and any further development would have necessitated a new second strategic access road to link the development to Heathcoat Way, thereby allowing Blundell's Road to be closed to general traffic and used mainly for access by sustainable travel modes. The allocated site is no longer expected to deliver this amount of housing and the second strategic access route is not necessary at this stage. However, any proposal for significant further development to the east of the allocated urban extension would be required to contribute to overall transport improvements which could include an additional access road, subject to land availability, detailed design and the advice of the Highway Authority (Devon County Council).

### **Cullompton**

In the case of Junction 28 it currently suffers from significant congestion during peak periods which is a constraint to further development.

DCC has undertaken an assessment of the impacts of the proposed new development in terms of access onto the M5, and its conclusions were set out in the report that had previously been prepared for the District Council in August 2014. The assessment concluded that the preferred option for mitigating the impact of development would be the creation of a new junction onto the M5 to the south of Junction 28, north of the existing local overbridge. This scheme would require the construction of a new overbridge and south facing slip roads onto the M5. The new junction would connect to roads within the East of Cullompton development. In the interim, in order to enable some development to come forward, improvements to the existing junction will be investigated.

It was confirmed that this option would enable Junction 28 to operate on the basis that south bound trips from the new development and south west area of Cullompton would use the new junction in preference to Junction 28. This could incorporate provision of a Town Centre Relief Road to the east. The Town Centre Relief Road would provide air quality improvements through the removal of an element of through traffic from the town centre.

DCC has developed an initial design for the new junction. Whilst, it poses a number of challenges in terms of construction, land ownership, negotiations with key stakeholders and cost, there is no evidence at this stage to suggest that the scheme is not technically capable of being delivered. Significant further feasibility work is currently being undertaken in order to improve our understanding of the issues in this location.

## **M5 Junction 27**

The junction is a strategic location not just for the District but for the wider sub-region. Recent improvements have taken place to ensure the junction operates throughout the year, even in peak times. However, it is close to capacity during peak periods. Significant development at this location can only be accommodated if it can be demonstrated that the junction operates efficiently throughout the year, due to its strategic role. The junction is capable of being improved but substantial upgrades will be required to accommodate the anticipated traffic associated with the Local Plan strategic allocation at Junction 27 proposals. Further feasibility work will be undertaken on this junction.