

Mid Devon Local Plan Review 2013 – 2033

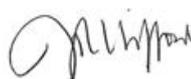
Proposed Submission (incorporating proposed modifications) Examination in Public

Hearing 2
CULLOMPTON
Policies S11
Policies CU1 –CU21
(12/02/2019)

STATEMENT OF COMMON GROUND

Cullompton Infrastructure Improvements - Highways

THIS STATEMENT OF COMMON GROUND IS PREPARED JOINTLY BY

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Date: 12/02/2019

This statement addresses the highway infrastructure policy provisions set out in Policy S11 of the Mid Devon Local Plan Review.

1.0 Policy provisions

- 1.1 Cullompton's location on the strategic road network, its close proximity to Exeter and the availability of land for development make it a suitable destination for long-term growth subject to suitable and adequate transport infrastructure being in place.
- 1.2 Local Plan Review Policy S11 identifies, as part of the housing and employment development provisions for the Cullompton area of Mid Devon Local Plan, the infrastructure provisions which are necessary for Cullompton to provide for its strategic plan role within the hierarchy of settlements in Mid Devon.
- 1.3 The policy (S11) identifies as part of the Cullompton growth strategy that significant improvements to the town's infrastructure and connectivity will be required. The Policy wording in the submission version of the plan states :

The Council will guide high quality development and other investment to:

- a. **Make any necessary improvements to the M5 motorway including junction 28 to maintain highway capacity and safety;**
- b. **Promote further public transport improvements within Cullompton and to other urban centres (particularly Tiverton and Exeter) and improved access to the rail network by the reopening of Cullompton Railway Station;**
- c. **Continue measures to support the implementation of the Cullompton Air Quality Action Plan including the construction of new highway links to relieve the town centre and enhanced walking and cycling opportunities around the town;**
- d. Manage the town centre so that economic regeneration and heritage reinforce each other by promoting new homes, shops, leisure, offices and other key town centre uses which are well designed and contribute to vitality and viability;
- e. Provide community infrastructure such as education and enhanced open space to support new development proposals;
- f. Enhance the tourism and visitor role of the town and surrounding area; and
- g. Support measures to reduce flood risk within Cullompton and make provision for green infrastructure.

(Note: Emphasis of the policy provisions in bold is to draw attention to the infrastructure provisions addressed in this statement of common ground only and has no other purpose)

- 1.4 Paragraph 2.65 of the explanatory text for Policy S11 identifies the largest single site allocation in the Local Plan is East Cullompton (Policies CU7-CU12), which will have access onto the M5 motorway and deliver significant improvements to highways infrastructure for the whole town. It also notes that there is a public desire to see the reopening of Cullompton Railway Station. The Council supports the reopening of the station and the Local Plan allocates a possible site for this.
- 1.5 In the context of access on to the M5, it is agreed by all parties to this SoCG that access to East Cullompton is to be gained via the Local Road Network connecting to the motorway possibly via a new M5 Junction 28a.

¹ Successful Housing Infrastructure Fund Marginal Viability projects
<https://www.gov.uk/government/publications/housing-infrastructure-fund>

- 1.6 Paragraph 2.66 identifies the need for improved pedestrian and cycle links to the town and that residents will be in close proximity to job opportunities within Cullompton and also at Willand, Tiverton and Exeter. The North West Cullompton Urban Extension will see a new road linking Tiverton Road to Willand Road, which will reduce traffic congestion in the town centre, improving local air quality and the living conditions of residents. The plan also notes the town centre acts as a strategic relief route for the M5 during closures resulting in significant congestion. A new relief road, to the east of the town centre, will further improve local air quality and remove some traffic congestion by diverting north-and south-bound traffic away from Fore Street. (Note : that the name of the road, originally called the Eastern Relief Road when allocated in the Allocations and Infrastructure DPD, has been amended to Town Centre Relief Road to more accurately reflect its role.)
- 1.7 Paragraph 2.66 identifies that significant growth in Cullompton can be made sustainable through the identified investment in infrastructure, addressing long-standing issues of air quality and motorway junction capacity
- 1.8 Paragraphs 2.67 and 2.68 identify the need to revitalise the town and reiterates the need for improved motorway access being a key part of the eastern extension of Cullompton. It is agreed by all parties to this SoCG, that where references are made in the Local Plan to improved motorway access in the context of North West Cullompton (eg, Policy CU6i), or to the **first** phase of comprehensive M5 access improvements in the context of East Cullompton (eg, Policy CU12f) these are not in relation to a new motorway junction. They instead refer to the improvements carried out in 2015 or to the provision of a Town Centre Relief Road. These schemes are referred to later in this SoCG.
- 1.9 Policy CU20 identifies the Council will use planning obligations and the Community Infrastructure Levy and seek additional funding sources ~~to provide~~, in association with partner organisations to provide the following infrastructure provisions for Cullompton.
- a) **Provision of a Town Centre Relief Road** and implementation of other measures in the Cullompton Air Quality Action Plan;
 - b) **Mitigation to reduce traffic impacts on the Trunk and Local Road network in association with the East Cullompton Urban Extension and other Cullompton allocations;**
 - c) Town centre regeneration and enhancement;
 - d) Extra care housing provision;
 - e) Expansion of library facilities;
 - f) Primary and secondary education facilities;
 - g) Public open space and green infrastructure;
 - h) **Bus service enhancements;**
 - i) **Provision of railway and bus interchange;**
 - j) Expansion of emergency fire and rescue services;
 - k) Provision of healthcare facilities; ~~and~~
 - l) Community facilities including sports and leisure facilities; and
 - m) Provision of works to reduce flood risk.

Individual projects are identified in the Infrastructure Plan

(Note: Emphasis of the policy provisions in bold is to draw attention to the infrastructure provisions addressed in this statement of common ground only and has no other purpose)

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2.0 The specific Cullompton Transport Infrastructure projects.

- i. New road linking Tiverton Road to Willand Road.
- ii. Town Centre relief Road
- iii. New or Improved access/egress to the M5.
- iv. Cullompton Railway Station.

3.0 i) New road linking Tiverton Road to Willand Road.

3.1 Northwest Cullompton Urban Extension – Masterplan – Adopted 24th February 2016.

3.2 *Policy AL/CU/2 (of the AIDPD) sets out strategic transport proposals that are required in support of the new neighbourhood. The masterplanning process has identified a number of interventions that need to be carried out to make the development acceptable and ensure that transport is properly managed on site and in the surrounding area.*

This identified the need for:-

- a) Link road including 20mph zones at the proposed primary school and the local centre. The design of these areas will need to be carefully considered and could include a shared surface arrangement;
- b) Provision of bus, pedestrian and cycle routes throughout the development;
- c) Cycle and pedestrian links to the town centre and nearby public rights of way;
- d) Bus service enhancements;
- e) New and improved off site pedestrian and cycle links including improvements to a wider green infrastructure network.

The requirements for implementation in accordance with agreed trigger points are set out in Section 5.

3.3 Section 5.3 of masterplan - The early provision of transport infrastructure is recognised as being a key requirement in order to reduce the impact of the development upon the existing local highway network. However this must be balanced with the need to maintain development viability;

Phasing - Phase 1: 500 houses - Link Road - whole length

4.0 ii) Town Centre relief Road.

4.1 The Town Centre Relief Road, previously known as the Eastern Relief Road, is an integral part of the development strategy for Cullompton, it is designed to relieve traffic congestion through the town centre in conjunction with the road through the North West extension which links Tiverton Road to Willand Road. The evidence in 2010 concluded that a new road to the east of the town centre was essential if the objectives of traffic relief, air quality improvement and with it town centre enhancement are to be achieved. Traffic assessment 2018 demonstrates that the Town Centre Relief Road will also create additional capacity and improve safety at junction 28 of the M5 motorway.

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- 4.2 Policy AL/CU/14 of the Allocations and Infrastructure DPD January 2011 which set out the provisions for the then Eastern Relief Road (now the Town Centre Relief Road) was found sound.
- 4.3 Policy CU19 in The Local Plan Review January 2017 has similar policy provisions to those agreed in 2011 and sets out the the issues to be considered in determining an application for the relief road.
- 4.4 Cullompton Town Council have been developing a Cullompton Neighbourhood Plan, its first circulation draft was in June 2015, followed by an informal consultation draft in February 2016. The Pre-submission version was published in October 2017.
- 4.5 The draft Neighbourhood Plan covers the whole parish of Cullompton and covers the period 2015 to 2033. Cullompton Town Council is seeking the growth of Cullompton over the next twenty years, they consider a Relief Road is imperative to relieve congestion in the town. They support the expansion of Cullompton to the East providing growth in housing is matched by growth in commercial development and improved infrastructure provision particularly access to the M5 and the provision of a railway station. They support the Garden village initiative to the East of Cullompton providing measures are put in place to fully integrate this community with the existing settlement.
- 4.6 The draft Neighbourhood Plan seeks to reduce traffic impacts on the town and seeks early provision of infrastructure to serve development, pedestrian and cycle links to the town centre, close attention to flood attenuation, houses designed to make use of solar and passive energy, and high speed broadband provision. It seeks to improve the attractiveness of the town centre, encourage further employment provision and community facilities. The plan seeks the protection and enhancement of heritage assets and identified green spaces.
- 4.7 The plan recognises that a relief road may need to cross part of the CCA fields and contains a specific policy WLO2 to minimise the impact of any designated route.

Policy WL02 - CCA Fields

The existing leisure and recreation space at the CCA Fields is an important resource for the local community. Any proposals to develop part of the CCA Fields to provide a relief road for Cullompton should:

- (i) seek to maximise the single uninterrupted area of recreational land to be retained as the CCA fields in their current location
- (ii) be suitably landscaped and screened to minimise disturbance to users of the CCA Fields
- (iii) avoid and safeguard the most sensitive ecological areas and habitats
- (iv) include proposals to mitigate any loss of or harm to the natural environment
- (v) maintain as far as possible all current access routes to the fields to facilitate pedestrian access to the CCA fields, without need to traverse any significant traffic routes
- (vi) prevent any unauthorised access to the CCA Fields from the relief road

- 4.8 The Cullompton Town Centre relief road has reached a particular stage at the time of this Examination. Devon County Council and Highways England have recognised that early provision of the Town Centre Relief Road will not only remove significant amounts of through traffic from Cullompton Town Centre but will also aid capacity and road safety at the M5 J28, particularly on the North bound off slip by removing queueing traffic from Station Road in Cullompton. The transport evidence prepared

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by Devon County Council indicates that the existing road has capacity to accommodate 600 dwellings on the North West Cullompton site, beyond this the Town Centre Relief Road is required. This additional capacity generated by the Town Centre Relief Road, together with the capacity identified previously for north west Cullompton permits a further 750 dwellings to come forward to the west of the motorway and 500 dwellings to the east prior to the need for further M5 connectivity works, such as a new M5 Junction 28a as discussed in section 5 below.

- 4.9 In order to release the housing and bring the Town Centre Relief Road forward, Mid Devon District Council submitted a bid under the Housing Infrastructure Fund. This bid was announced as successful on 1st February 2018¹, with the due diligence stage concluding imminently. HIF funding for the relief road will require it to be substantially complete prior to March 2021. This will be an important step in securing the improved infrastructure provision in Cullompton.
- 4.10 The current position of the Town Centre Relief Road against the policy provisions of Policy CU19 is set out in the table below

Policy CU19 Provisions		Current Situation
a	Public consultation before the route is determined	<i>The council have recently undertaken a public consultation exercise in September/October 2018 on three alternative route options. (see appendix 1, 2 and 3). The Cabinet of Mid Devon District Council considered a report on the Town Centre Relief Road on 31st January. Cabinet resolved-</i> <ul style="list-style-type: none"> • <i>Route Option B is recommended to DCC as the preferred route subject to:-</i> • <i>further technical verification work and preparation of a planning application and the council allocate £250,000 to fund this work, and a second stage of consultation following completion of the verification work and prior to the submission of the planning application.</i>
b	Provision of replacement open space and sporting facilities elsewhere in Cullompton if these are affected.	<i>These replacement provisions, if required (depending on route), will be identified in consultation with the affected organisations.</i>
c	Provision of shared use foot and cycleways	<i>These will be shown on the detailed planning application.</i>
d	Measures to protect and enhance trees, and environmental features which contribute to biodiversity and maintain wildlife networks on the affected alignment linking to the wider. Appropriate noise measures to mitigate the effects from the relief road including the provision of	<i>Ecological studies have been undertaken of the route options. Further detailed ecology work including mitigation and enhancement measures will be identified at the detailed application stage.</i> <i>The need and extent of noise mitigation measures will form part of the technical verification work and will also be identified at</i>

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	landscaping.	<i>the detailed planning application stage once the preferred route has been identified.</i>
e	Archaeological Investigation and appropriate mitigation	<i>A heritage assessment of the route options has been undertaken. Further detailed work is anticipated prior to the submission of any planning application.</i>

5.0 iii) New or Improved access/egress to the M5 Motorway

5.1 A number of policies in the Cullompton section of the Local Plan require the provision of further improvements to access and egress to the M5 motorway as the evidence base identifies that the proposed developments will have a severe impact on the Strategic Road Network. number of options are currently being considered to mitigate this impact and further work is underway to assess the deliverability of these options.

All parties to this SoCG agree that no more than 500 dwellings on the east of Cullompton, in addition to the 1500 dwellings on the west side of the M5 should be occupied until further strategic highway improvement are completed which provide for safe access and egress for the traffic likely to be generated by the full Cullompton allocations.

5.2 Highways England have been working with Devon County Council to progress the transport evidence base. This is required in order to determine the transport infrastructure necessary to facilitate the sustainability of the development set out in the plan and to maintain highway safety.

5.3 In Summer 2018 DCC provided updated modelling based on the Local Plan allocations to the west of the M5 and a scenario for the East Cullompton Garden Village, namely 1,750 dwellings as identified in the Local Plan Review. This assessment demonstrated that transport impacts on the M5 would be severe in the absence of significant changes to the transport network. The 2018 modelling included significant changes to the coding of the highway network including a new M5 J28a and the proposed Town Centre Relief Road (TCRR). On the basis of the evidence presented, it is agreed that this scale of transport intervention would be necessary to mitigate the impacts of the development proposed in the Local Plan Review such that transport impacts would not be severe. It should be noted that HE has some concerns with the SATURN model coding, but do not consider these sufficient to materially impact on the findings reported to support the local plan.

In December 2018, DCC undertook LinSig modelling of M5 J28, the proposed M5 J28a scheme, M5 J29 and J30. It is however recognised that this model format is not able to fully replicate the operation of the junctions and both HE and DCC note the limitations of the current model and are exploring joint working opportunities to progress further work.

Based on the technical modelling reports provided, Devon County Council and Highways England conclude that;

- The completed signalisation scheme at J28 means 600 dwellings at North West Cullompton (NWC) can be accommodated without the requirement for any further highway mitigation.

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- Both the remaining 750 dwellings at NWC and the first 500 at East Cullompton (EC) require the delivery of the proposed TCRR.
- More than 500 dwellings at East Cullompton will require a strategic scale intervention to facilitate the impact of the remainder of the East Cullompton allocation, which may comprise a new Junction 28a as assumed in the transport evidence or an alternative scheme as is yet to be identified through further assessment.
- Should the proposed development come forward in an alternative order the traffic impacts will require retesting in order to confirm that transport impacts on the operation of the M5 and the Local Road Network do not become severe.

5.4 In summary, it is considered that the detail of the modelling undertaken to date is appropriate for the purpose of testing the Local Plan allocations and the broad scale of necessary highway intervention. However detailed modelling to assess the most appropriate type of strategic junction intervention is still required. HE and DCC have discussed working together to complete this work.

6.0 iv) Cullompton Railway Station.

6.1 Policy CU20 promotes the reopening of the Cullompton Railway Station. A site for a new railway station north of Station Road is allocated for this purpose. Network Rail carried out a timetable study at the end of last year to show that a service could be provided calling at Cullompton and Wellington. No research to date has been carried out to see if a service would be viable with just one of these stations. The Business Case was updated earlier this year to show that both stations would offer good value for money. An initial feasibility study by WSP to check station arrangements fit within the allocated footprint and to assess if there are any signal issues was completed in January 2019. It concludes that subject to topographical, structural and ground investigation surveys, a new station at Cullompton can be accommodated. Signal D181 will require relocation.

7.0 Highways England Requested Modifications

7.1 Highways England is requesting a number of minor modifications to the policies and text of the local details. These minor modifications, are appended to this SoCG, were discussed at a meeting between Mid Devon County Council, Highways England and Devon County Council on 29th January They are necessary in order to :-

1. Accurately reflect and signpost the transport evidence that has been made available since the submission of the Local Plan for examination,
2. To reflect the fact that one of the Cullompton schemes (M5 J28 signalisation) has already been implemented,
3. To adequately manage the risk of severe transport impacts arising due to any delays in the availability of necessary infrastructure.

7.2 Devon County Council are also requesting some minor modifications to the policies and details of this will be supplied to the Inspector with their submission.

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Policy S8	<p>The location, scale and form of development will be guided by the need for community facilities and any existing infrastructure deficiencies. The Council will work with providers and developers to ensure that new development is served by necessary infrastructure in a predictable, timely and effective fashion. Development and transport planning will be coordinated to improve accessibility for the whole community and promote the use of sustainable modes of transport. The Council will set out key infrastructure and facility requirements for new development in an Infrastructure Plan, taking account of existing provision and cumulative impact of new development. Developers will be expected to contribute fairly towards, or bear the full cost of, new or improved infrastructure and facilities where it is appropriate for them to do so, subject to viability assessment where appropriate.</p>	<p>The location, scale and form of development will be guided by the need for community facilities and any existing infrastructure deficiencies. The Council will work with providers and developers to ensure that new development is served by necessary infrastructure in a predictable, timely and effective fashion. Development and transport planning will be coordinated to improve accessibility for the whole community and promote the use of sustainable modes of transport. The Council will set out key infrastructure and facility requirements for new development in an Infrastructure Plan, taking account of existing provision and cumulative impact of new development. Developers will be expected to contribute fairly towards, or bear the full cost of, new or improved infrastructure and facilities where it is appropriate for them to do so, subject to viability assessment where appropriate. Planning permission will be granted only where the impact of development is not considered to be severe. Where severe impacts that are attributable to the development are considered likely, including as a consequence of cumulative impacts, they must be subject to satisfactory mitigation having regard to the latest infrastructure plan</p>
Paragraph 2.55	<p>2.55 There is currently a significant infrastructure funding gap and the Council will also seek external sources of funding to deliver key infrastructure. More information about the means of funding infrastructure can be found in the Infrastructure Plan (2014) and the ‘Regulation 123’ list for CIL, available on the website at www.middevon.gov.uk/cil. CIL is also accompanied by a policy setting out the circumstances in which Section 106 agreements are to be used. It is anticipated that CIL will be adopted at the same time as the Local Plan.</p>	<p>2.55 There is currently a significant infrastructure funding gap and the Council will also seek external sources of funding to deliver key infrastructure. More information about the means of funding infrastructure can be found in the most recent Infrastructure Plan (2014) and the ‘Regulation 123’ list for CIL, available on the website at www.middevon.gov.uk/cil. CIL is also accompanied by a policy setting out the circumstances in which Section 106 agreements are to be used. It is anticipated that CIL will be adopted at the same time as the Local Plan.</p>

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Policy S11 Clause a)	a) Make any necessary improvements to the M5 motorway including junction 28 to maintain highway capacity and safety;	a) Make any necessary improvements to the M5 motorway including junction 28 strategic mitigations to maintain highway capacity, safety, integrity, and sustainability including the M5 and local highway network in conjunction with current and relevant infrastructure plans.
Paragraph 3.70	There are severe traffic congestion problems on Cullompton High Street and at its junction with Tiverton Road, having an adverse effect on air quality, living conditions and the attractiveness of the town centre. This development will be required to provide a road linking Tiverton Road to Willand Road, not only diverting traffic from the new development away from the town centre but also providing an alternative route for other vehicles. Traffic management measures on Willand Road and Tiverton Road will also be required. Devon County Council queue length monitoring at junction 28 of the M5 motorway indicates congestion at the AM peak. The development will need to mitigate its impact upon the junction's capacity through implementation of an improvement scheme, either to the existing junction or in the form of more extensive junction improvement works involving a second overbridge required in connection with development east of Cullompton under policy CU7.	There are severe traffic congestion problems on Cullompton High Street and at its junction with Tiverton Road, having an adverse effect on air quality, living conditions and the attractiveness of the town centre. This development will be required to provide a road linking Tiverton Road to Willand Road, not only diverting traffic from the new development away from the town centre but also providing an alternative route for other vehicles. Traffic management measures on Willand Road and Tiverton Road will also be required. Devon County Council queue length monitoring at junction 28 of the M5 motorway indicates congestion at the AM peak. The development will need to mitigate its impact upon the junction's capacity through implementation of an improvement scheme, either to the existing junction or in the form of more extensive junction improvement works involving a second overbridge required in connection with development east of Cullompton under policy CU7. of the Cullompton Town Centre Relief Road.
Policy CU2 Clause h)	h) Financial contributions towards capacity improvements at junction 28 M5.	h) Financial contributions towards Capacity improvements at junction 28 M5 = to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess the impact of the traffic generated from the site.
Paragraph 3.75	The provision of appropriate transport infrastructure is a key requirement of the development. This can ensure that it is an attractive location for new development, that it minimises the	The provision of appropriate transport infrastructure is a key requirement of the development. This can ensure that it is an attractive location for new development, that it minimises the

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	<p>impact on adjoining uses and accords with the need to promote sustainable development. The development will need to mitigate its impact upon capacity at junction 28 of the M5 by financial contribution towards junction improvements. The provision of a road through the site linking Tiverton Road to Willand Road will alleviate traffic congestion at the junction of Tiverton Road and High Street, and in the town centre generally. Combined with bus service enhancements and design which encourages non-car modes of travelling, this should reduce air pollutants in the town centre.</p>	<p>impact on adjoining uses and accords with the need to promote sustainable development. The development will need to mitigate its impact upon capacity at junction 28 of the M5. by financial contribution towards junction improvements. The provision of a road through the site linking Tiverton Road to Willand Road will alleviate traffic congestion at the junction of Tiverton Road and High Street, and in the town centre generally. Combined with bus service enhancements and design which encourages non-car modes of travelling, this should reduce air pollutants in the town centre</p>
Policy CU6 Clause i)	<p>i) Provision of M5 access improvements before any dwellings are occupied and thereafter broadly in step with development.</p>	<p>i) Provision of M5 access improvements before any dwellings are occupied and thereafter broadly in step with development. Occupation of no more than 600 dwellings prior to the completion of the Cullompton Town Centre Relief Road.</p>
Paragraph 3.94	<p>3.94 The creation of a through route linking Tiverton Road and Willand Road will serve an important function connecting the site to the wider highway network, providing a bus route and serving as a link from south west Cullompton to the north. A through route should be completed before the occupation of the 500³⁰⁰th dwelling. Devon County Council queue length monitoring at junction 28 of the M5 motorway indicates congestion at the AM peak. The development will need to mitigate its impact upon the junction's capacity through implementation of an improvement scheme, either to the existing junction or in the form of more extensive junction improvement works involving a second overbridge required in connection with development east of Cullompton under policy CU7.</p>	<p>3.94 The creation of a through route linking Tiverton Road and Willand Road will serve an important function connecting the site to the wider highway network, providing a bus route and serving as a link from south west Cullompton to the north. A through route should be completed before the occupation of the 500³⁰⁰th dwelling. Devon County Council queue length monitoring at junction 28 of the M5 motorway indicates congestion at the AM peak. The development will need to mitigate its impact upon the junction's capacity through implementation of an improvement scheme, either to the existing junction or in the form of more extensive junction improvement works involving a second overbridge required in connection with development east of Cullompton under policy CU7. No more than 600 dwellings should be occupied before the Cullompton Town Centre Relief road is completed and open to traffic. The provision of the Town Centre Relief Road provides increased capacity at J28 M5.</p>

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Policy CU7 Clause f)	f) Transport provision to ensure appropriate accessibility for all modes, including a new or improved access and egress onto the M5 motorway and pedestrian and cycling links across the motorway to the existing town;	f) Transport provision to ensure appropriate accessibility for all modes, including a new or improved access and egress onto the M5 motorway Provision of transport improvements to ensure safe and suitable access for all modes, including necessary capacity improvements to M5 Junction 28 and pedestrian and cycling links across the motorway to the existing town;
Policy CU8 Clause a)	a) Provision of mitigation measures to ensure only acceptable impacts occur to J28 of the M5 as a result of traffic generated from the site;	a) Provision of mitigation measures to ensure only acceptable impacts occur to J28 of the M5 as a result of traffic generated from the site; Capacity improvements at junction 28 M5 to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess the impact of the traffic generated from the site.
Policy CU12	f) Provision of the first phase of comprehensive M5 access improvements before any dwellings are occupied, followed by strategic highways infrastructure broadly in step with development; and	f) Provision of the first phase of comprehensive M5 access improvements before any dwellings are occupied, followed by strategic highways infrastructure broadly in step with development; Capacity improvements at junction 28 M5 to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess the impact of the traffic generated from the site; and
Paragraph 3.116	3.116 The provision of transport links and improvements is a key element of the development. In addition to the need to minimise traffic generation from new development, it will also be necessary to carry out improvements to existing infrastructure to ensure that there is sufficient capacity available in order to cope with increased usage. Improved access onto the motorway will be required early in the development at substantial cost, which may cause some delay in the provision of other forms of infrastructure. Devon County Council's Strategic Highways Option Report (2014) sets out an initial assessment of the various elements phasing of transport	3.116 The provision of transport links and improvements is a key element of the development. In addition to the need to minimise traffic generation from new development, it will also be necessary to carry out improvements to existing infrastructure to ensure that there is sufficient capacity available in order to cope with increased usage. Improved access onto the motorway will be required early in the development at substantial cost, which may cause some delay in the provision of other forms of infrastructure. Devon County Council's Strategic Highways Option Report (2014) sets out an initial assessment of the various elements phasing of transport

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	infrastructure needed to service the site. A scheme, referred to in the report and scheduled to be delivered during 2014/15, only provides sufficient capacity for the allocations contained with the previous Local Plan. A signalisation scheme at junction 28 of the M5 was undertaken in 2015. However this scheme does not produce junction capacity to accommodate this development. The first phase referred to in criterion (f) above therefore only relates to the subsequent highway works set out in the Devon County Council report. The Council has been working closely with statutory consultees to ensure emerging proposals for junction 28 M5 improvements are appropriately designed.	infrastructure needed to service the site. A scheme, referred to in the report and scheduled to be delivered during 2014/15, only provides sufficient capacity for the allocations contained with the previous Local Plan. A signalisation scheme at junction 28 of the M5 was undertaken in 2015. However this scheme does not produce junction capacity to accommodate this development. The first phase referred to in criterion (f) above therefore only relates to the subsequent highway works set out in the Devon County Council report. The Council has been working closely with statutory consultees to ensure emerging proposals for junction 28 M5 improvements are appropriately designed.
Policy CU17 Clause g)	g) Provision of M5 access improvements before any commercial floorspace is brought into use.	g) Provision of M5 access improvements before any commercial floorspace is brought into use. Capacity improvements at junction 28 M5 to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess the impact of the traffic generated from the site;
Policy CU18 Clause g)	g) Provision of M5 access improvements before any commercial floorspace is brought into use.	g) Provision of M5 access improvements before any commercial floorspace is brought into use. Capacity improvements at junction 28 M5 to deliver a strategic highway improvement as demonstrated by capacity studies completed to assess the impact of the traffic generated from the site;
Paragraph 3.143	3.143 Cullompton is facing the same traffic issues now as it was when the previous Local Plan was being prepared. Additional housing development has now taken place at Knowle Lane and Tiverton Road, contributing to Junction 28 improvements and funding for the Town Centre Relief Road, but work on the road has not yet commenced. The delivery of the road depends upon the delivery of the North West and East urban extensions and	3.143 Cullompton is facing the same traffic issues now as it was when the previous Local Plan was being prepared. Additional housing development has now taken place at Knowle Lane and Tiverton Road, contributing to the delivered Junction 28 improvements and funding for the Town Centre Relief Road, but work on the road has not yet commenced. The delivery of the road depends upon the delivery of the North West and East urban

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	development elsewhere. The road is likely to be funded by either developer contributions or Community Infrastructure Levy as well as external sources of funding sought by the Council.	extensions and development elsewhere. The road is likely to be funded by either developer contributions or Community Infrastructure Levy as well as external sources of funding sought by the Council.
Paragraph 3.149	<p>3.149 If this site comes forward for development, it must contribute to the provision of offsite highways infrastructure. Development in this location has the potential to place pressure on the capacity of both the strategic and local road network. Devon County Council has therefore stipulated that development should only take place providing there is sufficient network capacity. If released, the site will need to be phased to come forward after further M5 access improvements are implemented. Any application for development must undertake an assessment of the impact of the proposal on both the capacity of the local road network and Junction 28 of the M5 and permission will only be granted where there are no significant adverse impacts which cannot be mitigated. Site commencement will also need to be deferred until after the completion of the through route linking Willand Road to Tiverton Road, which is being provided as part of the North West Cullompton allocation. The site is expected to contribute to the provision of off-site highways infrastructure. Development in this location would increase traffic through the town centre, so would not be permissible until the Town Centre Relief Road has been provided, offering an alternative route.The development would also be expected to provide two points of access from Siskins Chase.</p>	<p>3.149 If this site comes forward for development, it must contribute to the provision of offsite highways infrastructure. Development in this location has the potential to place pressure on the capacity of both the strategic and local road network. Devon County Council has therefore stipulated that development should only take place providing there is sufficient network capacity. If released, the site will need to be phased to come forward after further M5 access improvements are implemented. Any application for development must undertake an assessment of the impact of the proposal on both the capacity of the local road network and Junction 28 of the M5 and permission will only be granted where there are no significant adverse impacts which cannot be mitigated. Site commencement will also need to be deferred until after the completion of the through route linking Willand Road to Tiverton Road, which is being provided as part of the North West Cullompton allocation. The site is expected to contribute to the provision of off-site highways infrastructure. Development in this location would increase traffic through the town centre, so would not be permissible until the Town Centre Relief Road has been provided, offering an alternative route.The development would also be expected to provide two points of access from Siskins Chase.</p>
Policy J27 Clause b)	b)Provision of transport improvements to ensure appropriate accessibility for all modes, including new or improved access and egress onto the M5 motorway and pedestrian and cycling link	b)Provision of transport improvements to ensure appropriate accessibility for all modes, including new or improved access and egress onto the M5 motorway and pedestrian and cycling link across

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	<p>across the motorway to Tiverton Parkway Railway Station;</p>	<p>the motorway to Tiverton Parkway Railway Station <i>Provision of transport improvements to ensure safe and suitable access for all modes, including necessary capacity improvements to M5 Junction 27 and pedestrian and cycling link across the motorway to Tiverton Parkway Railway Station;</i></p>