

North West Cullompton

NW Access Road alignment

The north west access road has developed from the work carried out by Devon County Council when they were considering the access issues around Cullompton and how further development could be accommodated in a manner that minimised the impact of traffic on the town centre.

The DCC position was set out in their representations to the Local Plan EIP in which they stated the following:

5. Western Development Access Route

5.1. Route

- 5.1.1. The North West development site will be accessed by a through route which would connect with Tiverton Road at the southern end of the site and Willand Road at the northern end of the site, at the junction with Millennium Way.

5.2. Design Principles

- 5.2.1. The western development access route would be designed to Manual for Streets principles. It would be attractive for walking and cycling and would have residential frontages that would create a street environment that is characteristic of more than a traffic movement function.
- 5.2.2. The route would need to be suitable for use as a bus route. It is anticipated that an extension of the town bus service would serve the North West Development site by using this route.
- 5.2.3. The road layout, and how it integrates with walking and cycling routes, should be informed by a masterplan exercise.

In the conclusions they then state

- 11.1.4. Development to the North West of Cullompton is acceptable and would require an access route with connections onto the existing highway network at Tiverton Road and Willand Road – the route must be suitable for future bus service provision. The access route can be established through a masterplan.

In accordance with this rationale for the NW Access Road, the layout has then been informed by the work that is underpinning the masterplan. This is particularly the physical constraints ie landscape and topography/ecology/flooding and then considered alongside the needs for the masterplan, ie land-use distribution, non-car access, optimum development layouts etc.

The topographical survey represents a major constraint and there is a need to achieve acceptable gradients for the road and footways, as well as minimising the requirement for earthworks along the

road. This led directly to an alignment that respected the existing contours of the land, that alignment was then considered against the various landscape and ecological constraints, particularly hedgerows and trees and the extent of flooding to the existing watercourses.

The form of the junctions at either end of the NW Access Road have then been considered. The original DCC proposal was that at the northern end the link road would come off the roundabout at the top of Millennium Way. The masterplan currently includes some employment land at the northern end of the allocation and it is proposed that this is accessed directly off the Millennium Way junction, with the junction for the NW access road moved further down Willand Road.

This avoids the need for the NW Access Road to cross Rull Lane, which is a partly sunken lane and would be consequently altered in character. It also however, enables a change in priority with southbound traffic on Willand Road being taken through a junction with a sweep onto the NW Access Road. This junction form combined with traffic calming further down Willand Road will assist in reducing the level of traffic driving into Cullompton Town Centre.

At the southern end there is a need for a junction onto Old Tiverton Road, for which a number of options have been considered. Firstly, the use of the existing stub connection built by Millwood Homes via Olympian Way. There is a significant concern over the standard of this junction and its appropriateness for the NW Access Road. It is very constrained and whilst the design aim of the road is to encourage frontage access, it is considered that the layout is too constrained for the level of traffic forecast to use the road.

We have therefore looked at two options for a junction to the east of this, and to the west of the Cullompton Cemetery. The options are for a junction that will change the priority on Old Tiverton Road, again reducing the attractiveness for through traffic into the town and then a more simple T junction. The final form of junction will be agreed with Mid Devon and Devon County Council as part of the Consultation process.