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# **Cullompton Town Centre Relief Road Project**

Public Consultation Report  
January 2019

## **Authorisation Sheet**

<b>Product Title:</b>	Report on Public Consultation
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Version Control		
Revision Date	Status	Comment
12.11.18	Preliminary	Circulated for comment

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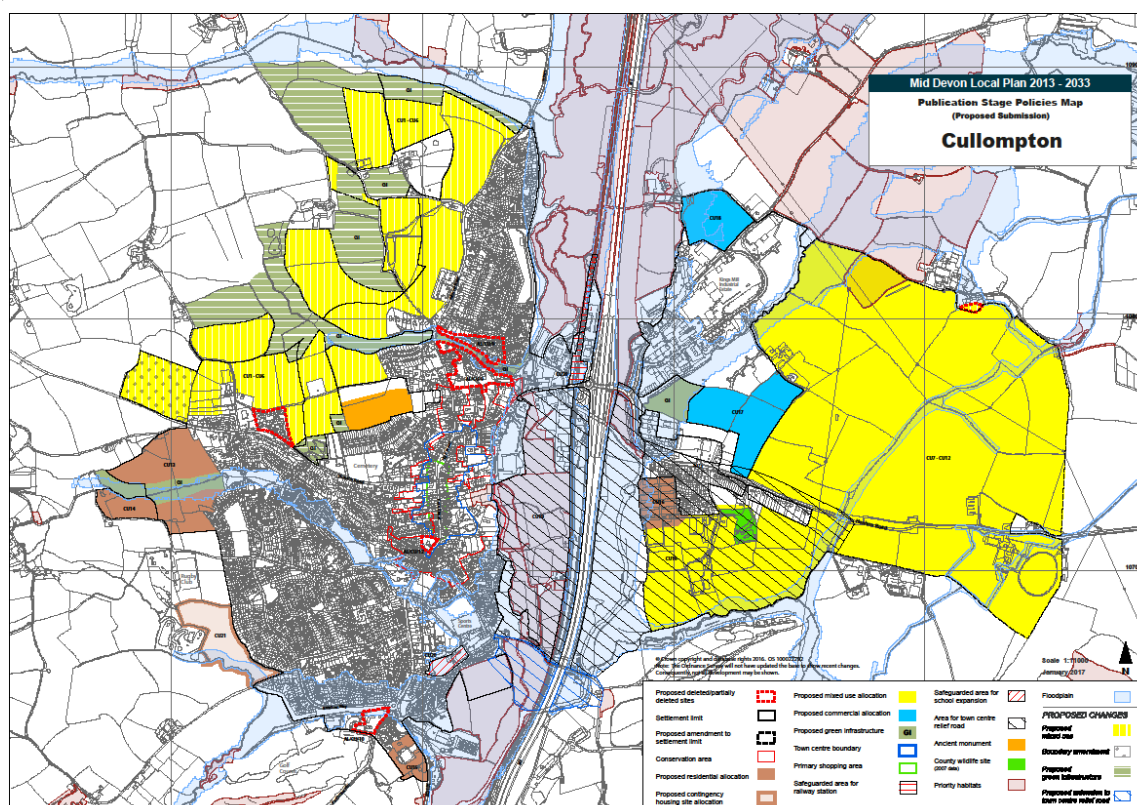
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# 1. Introduction

## 1.1. Background

- 1.1.1. Mid Devon District Council (MDDC) commenced a local plan review in 2014, thereby considering strategic options for future development beyond the timescale of the adopted Local Plan (2026). After consideration of the options available and public consultation, land at Cullompton was selected as the most sustainable location for strategic growth in the medium and long term with a large proportion of future development to the east of the town. A map showing the location of this development site is shown in Figure 1 below.



**Figure 1: Mid Devon Local Plan Review Development Map of Cullompton**

- 1.1.2. The proposed development to the east of the motorway is up to 1,750 dwellings to the end of the Local Plan Review (2033), with an additional 850 dwellings beyond then. The site has also been recognised as the Culm Garden Village, which would deliver up to 5,000 dwellings on the site east of the motorway.
- 1.1.3. In addition to the housing, there is also proposed employment floorspace of up to 32,000 sqm, local facilities and a primary school.
- 1.1.4. This growth has demonstrated a need for a strategic intervention to unlock the homes and alleviate congestion around Cullompton. The need for a Cullompton Town Centre Relief Road was included in the 2011 Allocations and Infrastructure Development Plan Document (AIDPD) and the Local Plan



(2013) and is also included in the emerging Local Plan Review. Devon County Council developed four options for this relief road, building on work previously carried out.

- 1.1.5. Due to flooding concerns from the Environmental Agency on one of the four options (Option D), was considered undeliverable and removed from the consultation process. The remaining three options (Options A-C) were brought forward for public consultation.

## **1.2. Scheme Objectives**

- 1.2.1. The scheme objectives are as follows:

- Primary Objectives:
  - 1A – Reduction of queueing on the highway network. Mitigating queues extending back onto the motorway from the northbound off slip and queues extending back into the High Street in the other direction;
  - 1B – Removal of traffic from Cullompton High Street which is an existing Air Quality Management Area (AQMA) resulting in improved air quality and town centre amenity;
  - 1C – Delivery of long-standing community aspiration for a town centre relief road to support economic and environmental regeneration of Cullompton High Street.
- Secondary Objectives:
  - 2A – Early delivery of the first part of the longer-term strategic solution which will be required to unlock the full potential for homes and growth at Cullompton Garden Village;
  - 2B – Minimising impact to the Cullompton Community Association recreation grounds and facilities;
  - 2C - Compatibility with a longer-term strategic solution to provide additional highway capacity to support the full potential for homes and growth and the identified Culm Garden Village site, through a new motorway junction.
- Tertiary Objectives:
  - 3A - Compatibility with a potential future southern extension to the relief road;
  - 3B - Provision of an alternative route for traffic, avoiding Cullompton High Street, diverted from the M5 Motorway during closures for both incidents and planned events.

## **1.3. Scope of the Report**

- 1.3.1. This report describes the options presented at public consultation held between 13<sup>th</sup> September and 25<sup>th</sup> October 2018 and the consultation arrangements. It also provides information on the responses received including those from potentially affected landowners and residents.
- 1.3.2. The report draws conclusions on the consultation and makes recommendations for including suggested modifications and alternatives in any further scheme development following the Public Consultation.

## **2. Scheme Option Presented for Consultation**

### **2.1. Description of Options**

- 2.1.1. The proposed scheme for the Cullompton Town Centre Relief Road included four options for consideration, Options A-D. The options were presented to the Environmental Agency for consultation regarding the flood plains each option would be crossing. Upon review of Option D, which crossed the M5 and continued North to Honiton Road to the east of the M5, the Environmental Agency stated that this would be an unacceptable option for them because of impacts on the functional floodplain, river channel and increased flood risk.
- 2.1.2. The three options that were brought forward for public consultation are detailed below. A plan showing the three options is included in the leaflet included in Appendix A.

### **2.2. Option A**

- 2.2.1. The alignment for Option A connects Station Road to Duke Street near the Meadow Lane junction within the corridor between the town centre to the west and the railway/motorway to the east. It travels through the CCA fields close to the town and connects to the B3181/Millennium Way Junction to the north. It is approximately 985m long.
- 2.2.2. A new junction would be created with Duke Street. This will likely require traffic flow management consideration to prevent Duke Street becoming the preferred route into the town centre.
- 2.2.3. The children's play area at Mill Leat will be relocated due to the alignment crossing through. The sports clubs' facilities within the CCA fields are unaffected.
- 2.2.4. The existing roundabout on Station Road will be realigned and increased to accommodate additional traffic and the new relief road. A roundabout east of Tesco could also be considered to help access the superstore and Longbridge Meadow Industrial Estate.

### **2.3. Option B**

- 2.3.1. The alignment for Option B connects Station Road to Duke Street near Meadow Lane junction within the corridor between the town centre to the west and the railway/motorway to the east. This differs from Option A as it takes a route closer to the railway/motorway and a different connection alignment with Duke Street. This option runs approximately 1150m in length.
- 2.3.2. A new junction would be created with Duke Street. This will likely require traffic flow management consideration to prevent Duke Street becoming the preferred route into the town centre.
- 2.3.3. This alignment would bisect the whippet track and cricket field. The Cullompton Bowls Club bowling green and the pavilion are also affected. The Cullompton Rangers Football club clubhouse and main pitch are passed to the east, but the football training pitch is affected.
- 2.3.4. The existing roundabout on Station Road will be realigned and increased to accommodate additional traffic and the new relief road. A roundabout east of Tesco could also be considered to help access the superstore and Longbridge Meadow Industrial Estate.

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## **2.4. Option C**

- 2.4.1. The alignment for Option C connections Honiton Road with Duke Street near the junction with Meadow Lane. It follows a longer broadly east-west route and crosses the motorway, railway line and River culm. It connects to Honiton Road east of existing houses. The alignment runs approximately 1500m in length.
- 2.4.2. A new junction would be created with Duke Street. This will likely require traffic flow management consideration to prevent Duke Street becoming the preferred route into the town centre.
- 2.4.3. The alignment would require a new junction onto Honiton Road (A373) between the property of 28 Honiton Road and the existing bridge over a tributary to the River Culm.

### **3. Consultation Arrangements**

#### **3.1. Introduction**

- 3.1.1. The consultation was held between 13<sup>th</sup> September and 25<sup>th</sup> October 2018. Reports, option plans, summary leaflet, FAQs, exhibition boards and a questionnaire were prepared and were all available on the scheme website <https://new.devon.gov.uk/haveyoursay/consultations/cullompton-town-centre-relief-road/>. Six public exhibitions were held and manned by staff involved in the project, giving the public a chance to discuss their queries with the scheme.
- 3.1.2. Consultation with Key Stakeholders commenced prior to the consultation period and included meetings with affected landowners and Local Councillors.

#### **3.2. Reports and Scheme Plans**

- 3.2.1. As part of the consultation process, a number of reports on the scheme were made available on the scheme website. These reports included the Full Cullompton Town Centre Relief Road Report, Cullompton Traffic Modelling Report, Mid Devon Adopted Local Plan, and Mid Devon Local Plan Review.

#### **3.3. Public Consultation Leaflet, FAQs and Questionnaire**

- 3.3.1. A public consultation leaflet was prepared, containing summary information on the scheme proposals, as well as details of the exhibition dates and venues. This leaflet is included in Appendix A.
- 3.3.2. The leaflet also contained contact details to enable the public to reach the Cullompton Town Centre Relief Road public consultation team by post, email, telephone or via the scheme website.
- 3.3.3. Alongside the leaflet, a questionnaire was also available, which is also included in Appendix A. The public consultation questions were framed to seek views on the options for the relief road and ascertain further information from the public. The questions also met corporate requirements and were aligned to questions commonly asked in Devon County Council (DCC) public consultations.
- 3.3.4. As well as completing the survey online via the scheme website, a paper copy was available at the exhibition events. This could be completed at the event or taken away and posted back to the project team.

#### **3.4. Advertising**

- 3.4.1. Details of the public consultation including the exhibitions were advertised by press coverage in local newspapers, websites and local radio. A leaflet drop was also ordered for households within the town covering the distribution area of the Cullompton Crier.

#### **3.5. Landowners**

- 3.5.1. Landowners were identified through the Land Registry prior to consultation and were given the option of a meeting prior to public consultation to discuss the options and gather views. They were also invited to complete the survey.

### 3.6. Public Exhibitions

- 3.6.1. The methods used to consult the public included an online consultation and public exhibitions. Those who did not have internet access had the alternative of attending public exhibitions, accessing the internet at a local library, or contacting MDDC/DCC directly. Online and public exhibitions were chosen to enable the full public demographic to be consulted.
- 3.6.2. Four exhibitions were initially proposed but an additional two were added in October to give the public more opportunities to engage in the scheme. The six exhibitions were held in the three venues in and around Cullompton. The exhibition dates, times and locations are shown in Table 1, along with an estimate of the number of people who attended each one:

Date	Location	Time	Attendance
Friday 14 <sup>th</sup> September	Cullompton Town Hall	12:30 pm – 4:30 pm	>101 <sup>a</sup>
Saturday 15 <sup>th</sup> September	Cullompton Town Hall	9:30 am – 1:30 pm	>76 <sup>b</sup>
Wednesday 26 <sup>th</sup> September	Hayridge Centre	4:00 pm – 8:00 pm	162
Friday 28 <sup>th</sup> September	Hayridge Centre	2:00 pm – 6:00 pm	68
Tuesday 2 <sup>nd</sup> October	Kentisbeare Village Hall	4:00 pm – 8:00 pm	57
Saturday 6 <sup>th</sup> October	Cullompton Town Hall	9:30 am – 1:30 pm	141

**Table 1: Exhibition Locations and Times**

- 3.6.3. The exhibitions were staffed at all times by at least 3 members of the project team. This included representatives from DCC, MDDC and specialist consultants, who provided expertise from different environmental, engineering and transport disciplines. All staff were available to answer questions from members of the public.
- 3.6.4. The public consultation material included exhibition displays detailing the various scheme options, as well as an overall scheme plan and layout plans with details of the proposed widening and junction improvements.
- 3.6.5. Reduced scale versions of the exhibition boards are included in Appendix B.
- 3.6.6. FAQs to supplement the display material were made available at the exhibitions to facilitate discussions if required and were available on the scheme website. Hard copies of the leaflets and questionnaires were also made available. Any requests received at the exhibitions were logged by the staff in attendance and actioned upon returning to the office.

### 3.7. Drawings of Scheme Options

- 3.7.1. Drawings of the proposed options, as shown in the public consultation exhibitions, are shown in Appendix B. It was noted that these were based on preliminary design work and therefore were subject to refinement during the next design phase.

<sup>a</sup> Recorded between 2pm and 4.30pm

<sup>b</sup> Too busy to record all people who attended

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### **3.8. Consultation Period**

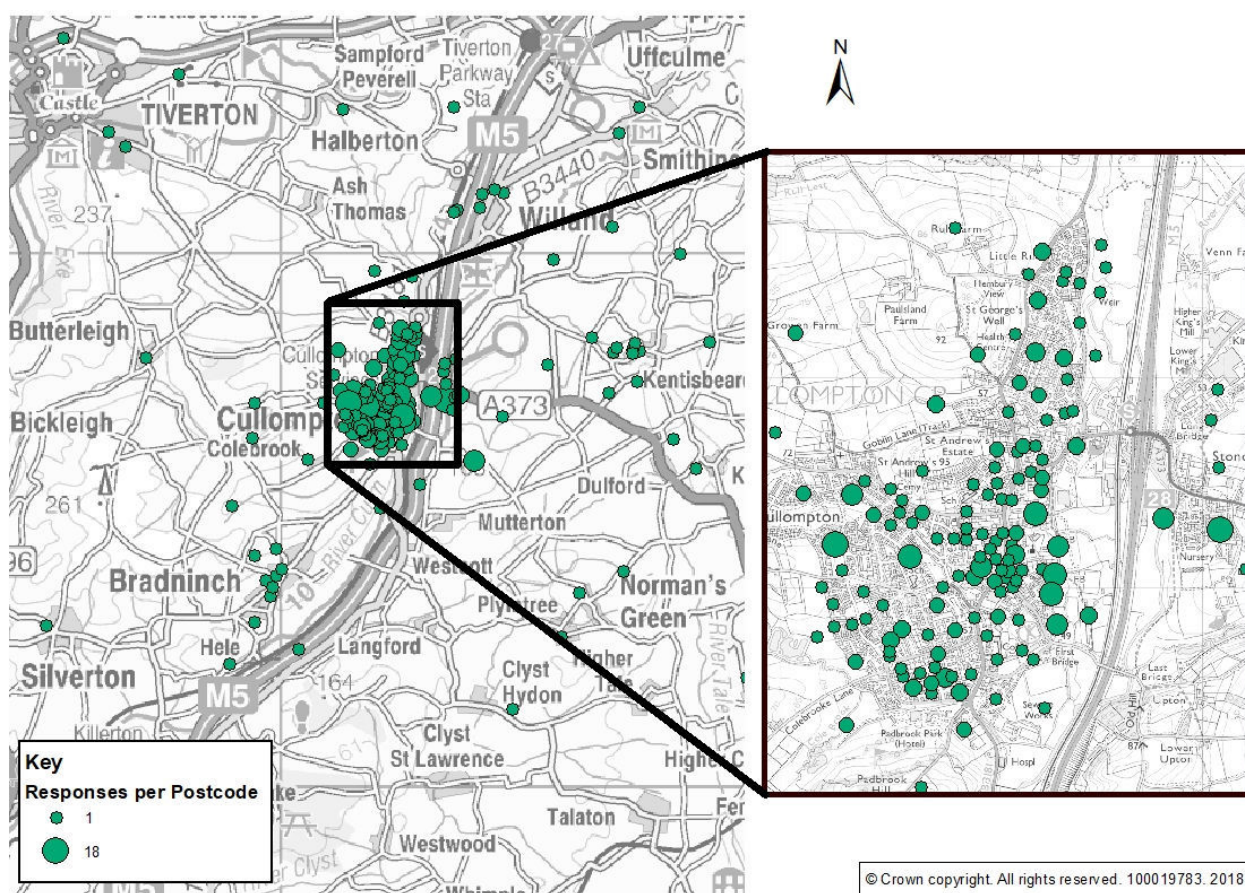
- 3.8.1. A decision to proceed with the consultation was taken by the Mid Devon District Council Cabinet and the start date and end dates confirmed as 13<sup>th</sup> September 2018 and 25<sup>th</sup> October 2018 respectively.
- 3.8.2. Due to the 6-week duration of the public consultation, stakeholders and statutory consultees were contacted in advance to inform them of the start date and determine whether they had adequate time to comment. No organisation or individual stakeholder responded that the duration was inadequate.



## 4. Response to Consultation

### 4.1. Introduction

- 4.1.1. A total of 617 completed questionnaires were received within the consultation period, including those from affected landowners and residents. This included people who completed the questionnaire online as well as those who posted in their paper responses. Not all responses answered all the questions, so analysis was done on the total number of responses to each question. Over 80% of the responses were from Cullompton, as shown by the postcode plot in Figure 2 below.



**Figure 2: Location Map of Responses**

- 4.1.2. 15 responses in other forms were received, of which 5 were letters and 10 were emails. Four responses were from key stakeholders, three from other stakeholders, three from organisations, and five from residents and landowners.
- 4.1.3. The responses to the consultation from stakeholders and consultees, including local government, organisations, and the public, are summarised below. The stakeholders and consultees are grouped as follows:

Key Stakeholders:

- Statutory Bodies - Historic England, Natural England, Highways England, Sport England

Other Stakeholders:

- Local Government – DCC Public Rights of Way (PROW) team

## **4.2. Response from Key Stakeholders**

### Highways England

- 4.2.1. Highways England has noted that Junction 28 exit queues are currently within the junction off-slips and do not affect the mainline in the peak periods. However, there is congestion and slow-moving queues occurring on the local road network in close proximity to the junction at peak times which extend into the town.
- 4.2.2. After review of the traffic model, HE concluded that the trigger points for the infrastructure proposed in the Cullompton Traffic Modelling Report were accepted.
- 4.2.3. HE does not consider it appropriate to state a preferred option from their viewpoint but do note that Options A and B are in line with what was previously submitted to them for consultation, though Option C includes infrastructure that was not previously agreed.
- 4.2.4. Highways England states their support of the principle of a proposed relief road as set out in this consultation.

### Natural England

- 4.2.5. Natural England has noted receipt of the consultation and advised they can provide an environmental impact assessment (EIA) Scoping Opinion prior to the production of the EIA. No further comments were made at this stage.

### Historic England

- 4.2.6. Historic England has noted at the current stage, they are unable to provide detailed advice on the proposals and relative impacts of each option due to lack of heritage impact assessment information available but were able to give an overview of the impacts of the options.
- 4.2.7. They have advised the need to assess the extent of the impact on the significance of heritage assets affected directly or through the proposal's construction within their settings. The impacts should then be minimised or mitigated as part of the design process.
- 4.2.8. Historic England advised that the potential to improve the performance of the town centre and enhance its profile and attractiveness should be considered a key factor in the decision-making process. Their opinion is that the heavy traffic is a main contributing factor to the 'At Risk' Conservation Area in Cullompton.
- 4.2.9. They also mentioned the impact on the Grade I listed Parish Church of St Andrew and the Grade II listed First Bridge. As these will have significant impacts on the wider area, they have also advised to assess the impact of the open grassland known as The Meadow, along the mill stream to the east of the town in appropriate detail.
- 4.2.10. Noting that Options A and B are listed to have similar impacts in the report, Historic England has advised that all options be evaluated under the EIA process to understand the individual impacts of each.



### Sport England

- 4.2.11. Sport England has noted that there will be potential loss of land and/or building for sport and recreation including some playing fields. While they have stated they are not against the principle of the road, they would require details of replacement facilities before being able to fully support the scheme.

## **4.3. Response from Other Stakeholders**

### Devon County Council PROW Team

- 4.3.1. The DCC Public Right of Way (PROW) team has noted that the options proposed have a direct effect on public rights of way. Two footpaths are crossed by the proposals.
- 4.3.2. The team has requested further details on the options on how they will incorporate or divert the public rights of way. They also note that there is an increased flood risk near one of the footpaths and would like clarification as to how this would be protected.
- 4.3.3. Finally, they note that any grant of permission does not allow for closure, alternation or construction over a right of way, even temporarily and due legal process will be required to make any changes in relation to the scheme.

## **4.4. Questionnaire Responses**

### **Introduction**

- 4.4.1. The questions were chosen to obtain feedback on the proposed options for the Cullompton Town Centre Relief Road. Respondents were invited to comment on whether they agree with the proposed options and provide reasons for agreeing/disagreeing. Respondents were also asked whether they own land that may be affected by the proposed options.
- 4.4.2. Responses were received from other organisations as well, including the Cullompton Bowling club, the Cullompton Community Association (CCA), Upton Lake and Lodges, Pegasus Group, Heynes Planning and Cullompton Community College. These responses have been included in the analysis of results below.
- 4.4.3. The following sections provide analysis of each of the questions.
- 4.4.4. Answers that required comment from respondents were categorised to most relevant categories. Tables of these categories are found in Appendix C.

### **Question 1: Do you agree that there is a need for a Town Centre Relief Road in Cullompton?**

- 4.4.5. Respondents were invited to comment on whether they believed there is a need for a town centre relief road in Cullompton.
- 4.4.6. Table 2 below shows that 77% of respondent's agree that there is a need for a town centre relief road. 13% of the responses do not agree and a further 10% are not sure.

<i>Q1. Do you agree that there is a need for a Town Centre Relief Road in Cullompton?</i>		
Yes	469	77%
Not Sure	64	10%
No	80	13%
<b>Total</b>	<b>613</b>	<b>100%</b>

**Table 2: Question 1 results**

**Question 2: Which side of the motorway do you think the majority of the route should be located?**

- 4.4.7. Respondents were invited to comment on which side of the motorway most of the relief road scheme should be located: east or west.
- 4.4.8. Table 3 below shows that 61% of respondents believe the relief road should be on the west of the M5. 39% of respondents believe the relief road should be located on the east of the M5.

<i>Q2. Which side of the motorway do you think the majority of the route should be located?</i>		
West	367	61%
East	238	39%
<b>Total</b>	<b>605</b>	<b>100%</b>

**Table 3: Question 2 results**

**Questions 3 and 4: What is your opinion on Option A and why do you support/not support this option?**

- 4.4.9. Table 4 below shows that 22% of respondents support this option. 71% opposed this option.

<i>Q3. What is your opinion on Option A?</i>		
Strongly Support	82	13%
Support	58	9%
No preference	40	7%
Oppose	108	18%
Strongly Oppose	326	53%
<b>Total</b>	<b>614</b>	<b>100%</b>

**Table 4: Question 3 results**

Question 4: Why do you support/not support this option (Option A)? (Please provide comments)

- 4.4.10. The main factors for supporting with the option include: low cost, low impact on sport facilities, and most effective option at reducing congestion.
- 4.4.11. The main factors for not supporting the option include: Air and noise impact, other environmental factors, proximity to residential areas, impact on the Cullompton Community Association (CCA) fields, and lack of resolving congestion. 354 people commented that the impact on the CCA fields was too great for option A to be brought forward.

**Questions 5 and 6: What is your opinion on Option B and why do you support/not support this option?**

- 4.4.12. Table 5 below shows that 54% of respondents support this option compared to 40% of respondents who opposed this option.

Q5. What is your opinion on Option B?		
Strongly Support	194	32%
Support	132	22%
No preference	35	6%
Oppose	93	15%
Strongly Oppose	151	25%
<b>Total</b>	<b>605</b>	<b>100%</b>

**Table 5: Question 5 results**

Question 6: Why do you support/not support this option (Option B)? (Please provide comments)

- 4.4.13. The main factors for supporting the proposed option include: low cost, improved air quality, least impact on CCA fields, most effective route to relieve congestion, and reduces noise and air pollution. 212 respondents felt this route caused the least impact on the CCA fields while still resolving congestion.
- 4.4.14. Those that did not support the option included the following reasons: further congestion at Millennium Way roundabout, poor impact on the environment, large impact on the CCA fields, in particular, the sports facilities, increased flood risk, proximity to residential areas, and lack of resolving congestion. 139 respondents believed the impact on the CCA fields was too great to bring option B forward.

### Questions 7 to 8: What is your opinion of Option C and why do you support/not support this option?

4.4.15. Table 6 below shows that 33% of respondents support the option and 54% oppose this option.

<b>Q7. What is your opinion on Option C?</b>		
Strongly Support	94	15%
Support	111	18%
No preference	73	12%
Oppose	103	17%
Strongly Oppose	226	37%
<b>Total</b>	<b>607</b>	<b>100%</b>

**Table 6: Question 7 results**

### Question 8: Why do you support/not support this option (Option C)? (Please provide comments)

4.4.16. The main factors for supporting the proposed option include: least impact on the CCA fields, a future proof option with regards to the Culm Garden Village, least impact on existing development and residence, and most effective route to resolve congestion.

4.4.17. For those who do not support this option, reasons include: expense of this option, environmental impact, and a lack of resolving congestion. 104 respondents felt the scheme was too expensive to receive funding or be made viable in the short term, while 183 respondents thought it would not solve congestion.

### Questions 9 and 10: Which option do you prefer and why do you prefer this option?

4.4.18. Respondents were asked to select which options they preferred from those proposed. To account for those respondents who did not prefer or did not think a relief road was required, a second table was created removing the responses of those that indicated this in Question 1. This was because it was not possible to select *none* in response to this question online.

<b>Q9. Which option do you prefer? (All responses)</b>		
Option A	91	15%
Option B	285	48%
Option C	224	37%
<b>Total</b>	<b>600</b>	<b>100%</b>

**Table 7: Question 9 results (all answers)**

Q9. Which option do you prefer? (Those who do not want the scheme separated)		
Option A	89	15%
Option B	275	45%
Option C	162	27%
None	83	14%
<b>Total</b>	<b>609</b>	<b>100%</b>

**Table 8: Question 9 results (those who do not want scheme separated)**

- 4.4.19. Separating those who do not believe a scheme is required shows that Option B is preferred by 45%, followed by Option C 27%.

**Question 10: Why do you prefer this option?**

- 4.4.20. Users were invited to comment on why they chose their preference. Some also wrote in why they did not prefer options. This raised the same issues discussed above.

**Question 11: Do you have any other comments you wish to make on the Town Centre Relief Road?**

- 4.4.21. Respondents were invited to put forward any additional comments on the scheme. Over 100 respondents agreed with the need for a relief road, in most cases urgently. Many of these comments included other options for reducing congestion in Cullompton.
- 4.4.22. There are other concerns that were highlighted in this section. The most common concerns were those concerning perceived pinch points around the town centre including the Tiverton Rd junction, Millennium Way Roundabout, the signals at Station Rd and Higher St, Signals at Junction 28, and the Kingsmill Estate junction.

**Questions 12-17 Analysis**

- 4.4.23. These questions related to land ownership and demographic questions asked to respondents. Tables of the results are showing below (Table 9 -Table 12). It was possible for people to select more than one option for the land ownership question, to capture people who own land crossed by more than one route.

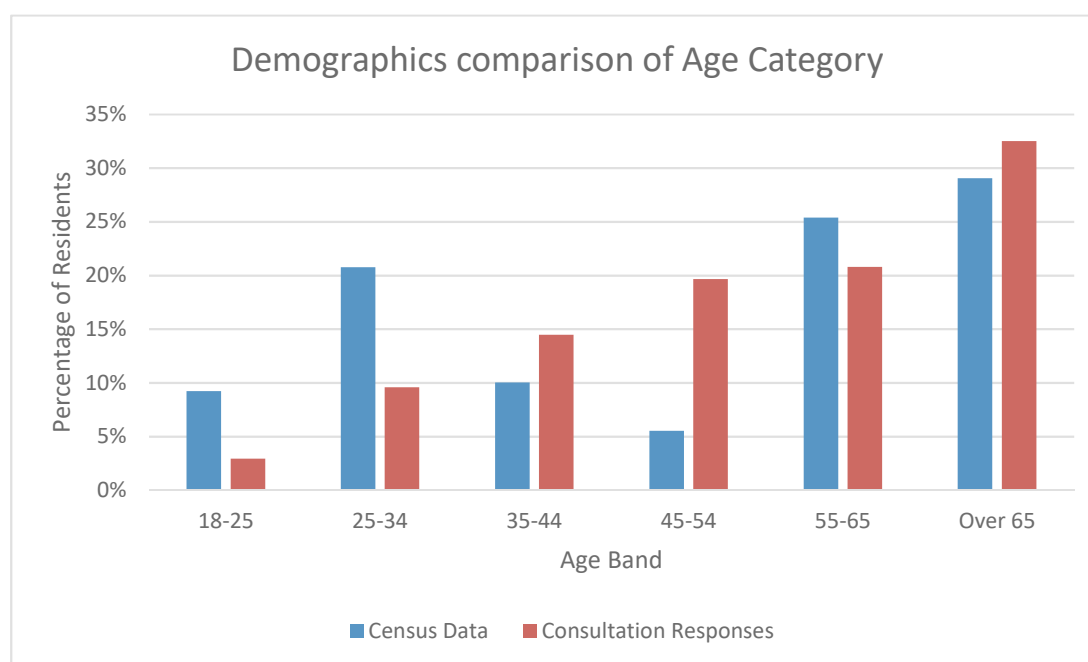
Q12. Do any of the options cross land you own? If yes, please select the option(s). If no, please select "Does not cross land I own".	
Option A	13
Option B	14
Option C	8
Does not cross land I own	596
<b>Total</b>	<b>613</b>

**Table 9: Question 12 results**

Q14. Which age-band are you in?		
Under 25	18	3%
25-34	59	10%
35-44	89	14%
45-54	121	20%
55-65	128	21%
Over 65	200	33%
<b>Total</b>	<b>615</b>	<b>100%</b>

**Table 10: Question 14 results**

4.4.24. The demographics for Cullompton (EX15 1) were compared between the respondents of the consultation and the 2011 Census data. In general, the responses and the census data matched quite closely. There was slight discrepancy between the 18-25 age group with a larger discrepancy in the 45-54 age group, with more of this group responding to the consultation than expected by census demographics. However, overall the sample of responses is considered to represent the demographics of the population of Cullompton. Results are shown in Figure 3<sup>c</sup>.



**Figure 3: Demographic Comparison between Consultation Responses and Census Data**

<sup>c</sup> The Census data age bands did not match the questionnaire age bands directly, so some were changed to match the questionnaire age bands.

Q15. What is your gender?		
Female	305	50%
Male	282	46%
Prefer not to say	23	4%
Other	5	1%
<b>Total</b>	<b>615</b>	<b>100%</b>

**Table 11: Question 15 results**

Q16. Do you consider yourself to be disabled?		
Yes	54	9%
No	561	91%
<b>Total</b>	<b>615</b>	<b>100%</b>

**Table 12: Question 16 results**

- 4.4.25. These all show a reasonable split of gender and age, with the latter being similar to the Census data. It is therefore concluded that the questionnaire responses are a representative sample of the population of Cullompton and are not skewed towards a certain demographic.

## 4.5. Other Options Suggested

- 4.5.1. Three alternative alignments were proposed in the consultation responses. These alignments were reviewed and are discussed in the Preferred Options Report.

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## 5. Conclusion

- 5.1.1. The consultation of the Cullompton Town Centre Relief Road concluded on October 25<sup>th</sup>, 2018 after a 6-week period. This time allowed for six exhibition events in and around Cullompton. Materials were made available through a variety of means including online resources and various stakeholders and residents were invited to complete the survey.
- 5.1.2. A total of 617 people responded to the questionnaire, 80% of which were in the Cullompton area. The majority of respondents agreed with the need for a town centre relief road and most respondents preferred Option B.
- 5.1.3. Most other responses from organisations or stakeholders asked for more detailed study information. This is to be addressed within the Technical Note that comprises this report and will be developed further as more detail is added to the design of the lead up to submission of a planning application.



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## **Appendix A1. Public Consultation Leaflet**

# Cullompton Town Centre Relief Road - Route Options Consultation

## Background

Traffic congestion within Cullompton has long been an issue resulting in:

- Poor air quality,
- Negative impact upon the attractiveness and environment of the town centre,
- Constraints on development and associated restrictions on the future economic growth of the area.

A relief road east of the Town Centre has been included within the Local Plan since 2011, to divert north-south traffic away from the town centre and Fore Street. Such a relief road would reduce queuing on both the local and national road networks with consequent improvements to air quality, whilst also facilitating sustainable growth of the town.

## Need for the Scheme

Key problems that are currently experienced are as follows:

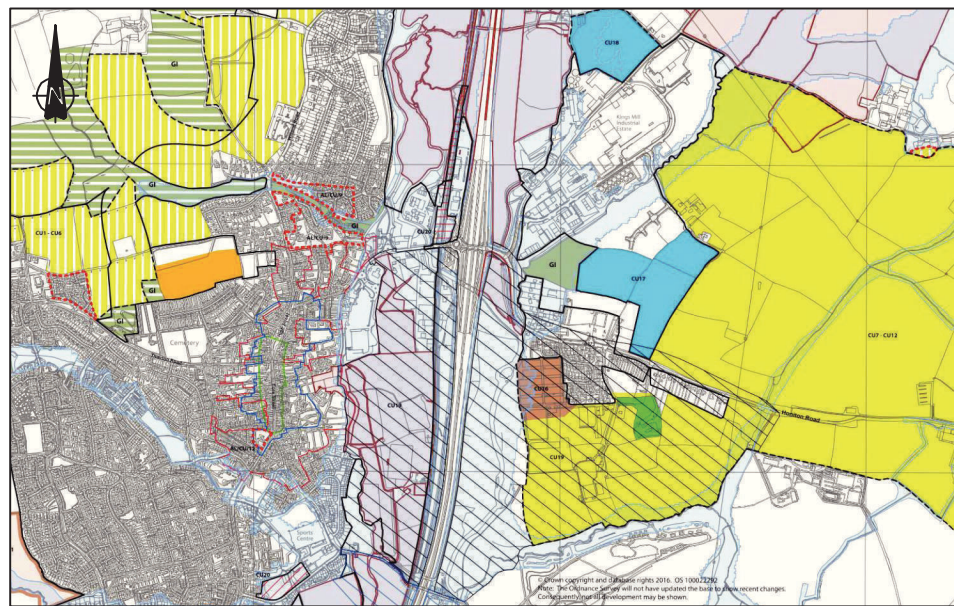
- High volumes of vehicular traffic using M5 Junction 28 owing to the high proportion of the working population in the Cullompton area commuting to work via the motorway
- Capacity on the highway network is limited leading to:
  - Queues in the morning peak extending from Junction 28 of the motorway along Station Road and onto the High Street and Higher Street
  - Queues in the evening traffic peak from the signalised junction of High Street/Higher Street/Station Road that extend back onto the Junction 28 northbound off-slip which is a significant safety risk
- The historic High Street's width is restricted to only 6.5m in places and has typically narrow footways which makes it unsuitable for large volumes of vehicular traffic
- The town centre is dominated by traffic, with poor air quality reducing its attractiveness
- Opportunities for greater prosperity and growth are limited by highway constraints.

The relief road will move the queue out of the Air Quality Management Area in the morning peak as well as providing an alternative route in the evening peak. It will also unlock planned housing development in the area in advance of a more strategic motorway intervention. The relief road is being considered as a first phase of highway improvement which in the longer term is intended to achieve a more substantial motorway junction improvement. The route options take into account how they could operate in the longer term as part of these more significant improvements.

None of the 3 route options overleaf are preferred as this stage. Mid Devon District Council (MDDC) has applied for £10 million government infrastructure funding for the road. To qualify it would need to be delivered by 2021.

## Study Area

The area identified for the relief road within the Local Plan review is highlighted by blue cross hatching on the plan below.



## Public Consultation

Public consultation is being held between **13<sup>th</sup> September - 25<sup>th</sup> October 2018** to seek the views of the residents, businesses, organisations and other stakeholders ahead of any decision to progress with a planning application for the relief road. The consultation is being undertaken at the earliest opportunity to obtain feedback that can then be given due consideration in both the decision making and design processes.

Exhibitions of the route option plans along with additional information on the expected impacts of each of the routes are being undertaken across a range of locations and times as below. The exhibitions will be staffed by members of the project team. Small scale versions of the option plans and summary text is provided overleaf.

## Exhibition Dates

Date	Location	Time
Friday September 14th 2018	Cullompton Town Hall	12.30pm to 4.30pm
Saturday 15th September 2018	Cullompton Town Hall	9.30am to 1.30pm
Wednesday 26th September 2018	Hayridge Centre	4pm to 8pm
Friday 28th September 2018	Hayridge Centre	2pm to 6pm
Tuesday 2nd October 2018	Kentisbeare Village Hall	4pm to 8pm
Saturday 6th October 2018	Cullompton Town Hall	9.30am to 1.30pm

## Next Steps

Following public consultation, the project team will collate and review the consultation responses along with the completed flood modelling and environmental survey work. The objective of the review will be to establish a preferred route that provides the best balance of public acceptability, environmental impact, value for money and deliverability.

The project team will identify route(s) for further investigation in order to identify a preferred route to be taken forward to a planning application.

A planning application for the preferred route would be expected to be submitted to MDDC as the Local Planning Authority. Due to both the area of the proposed planning application and environmental sensitivity of the study area, an Environmental Impact Assessment (EIA) will be required. An EIA constitutes a detailed assessment of all the environmental impacts of a scheme, which is undertaken in parallel with the design to minimise impacts and incorporate mitigation measures.

A full detailed flood risk assessment will also be prepared to accompany the application including flood compensation/defence mitigation measures that may be required.

Following submission of the application, there will be a 30-day period for the public to provide comments on the application.

## Making Representations

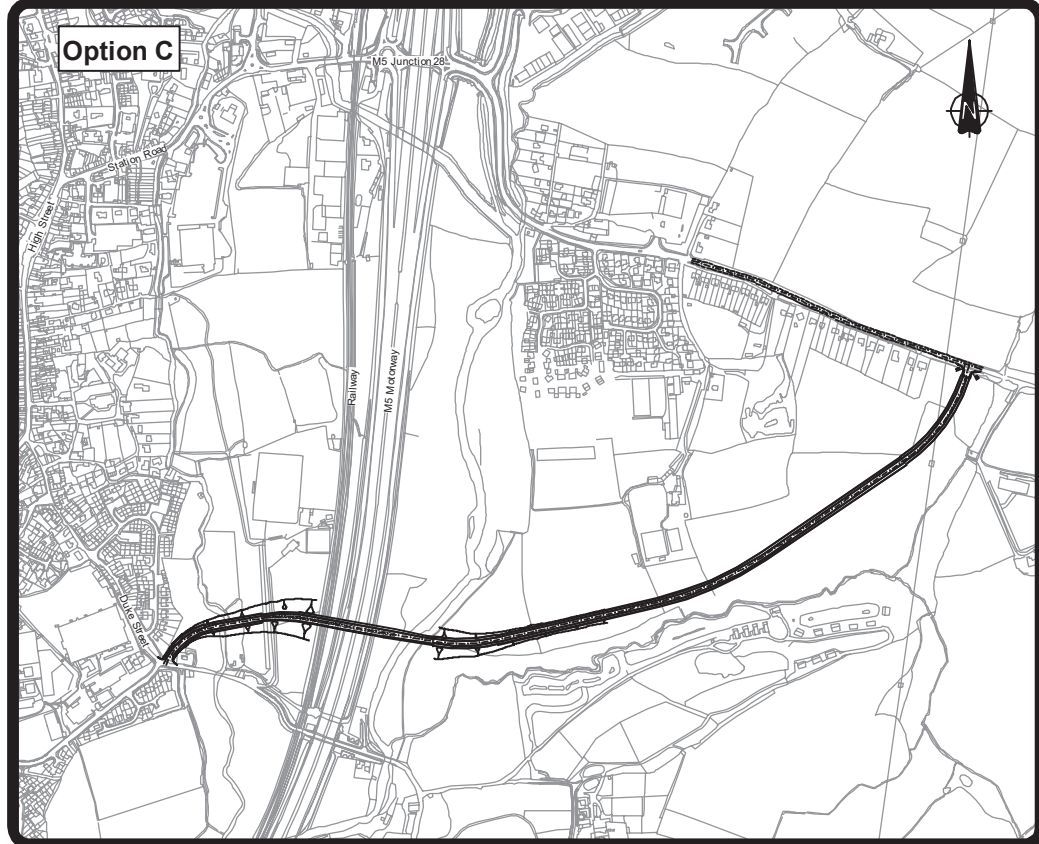
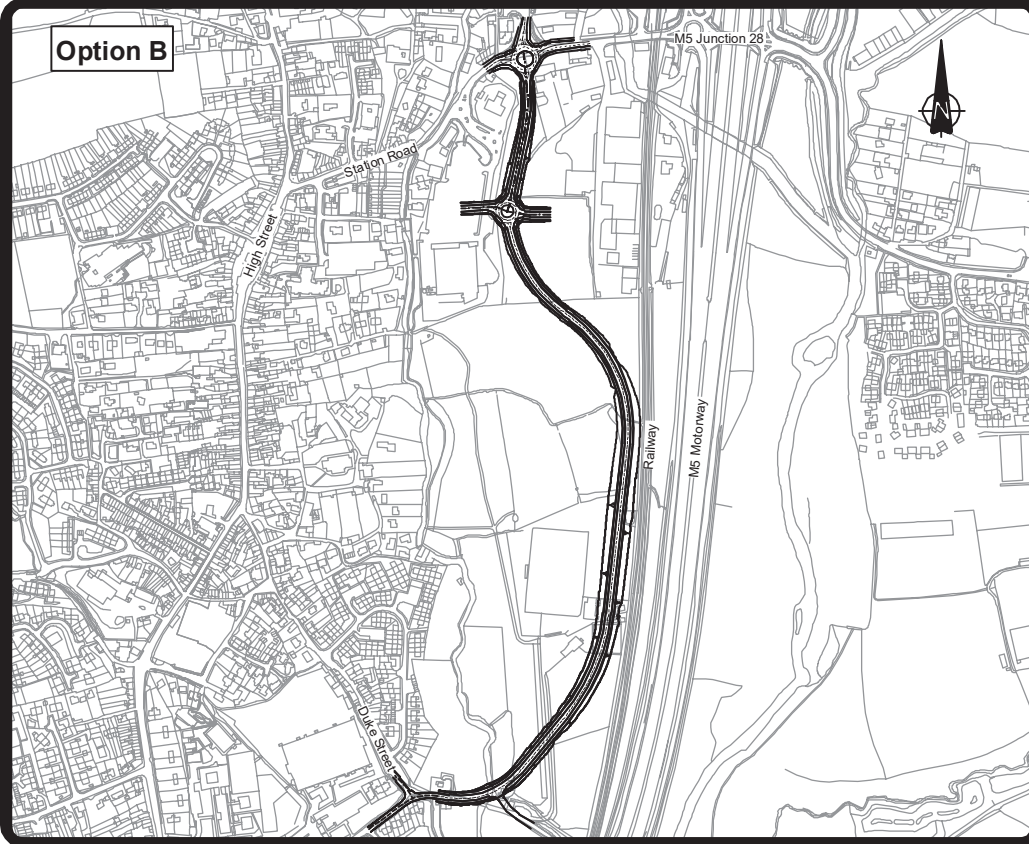
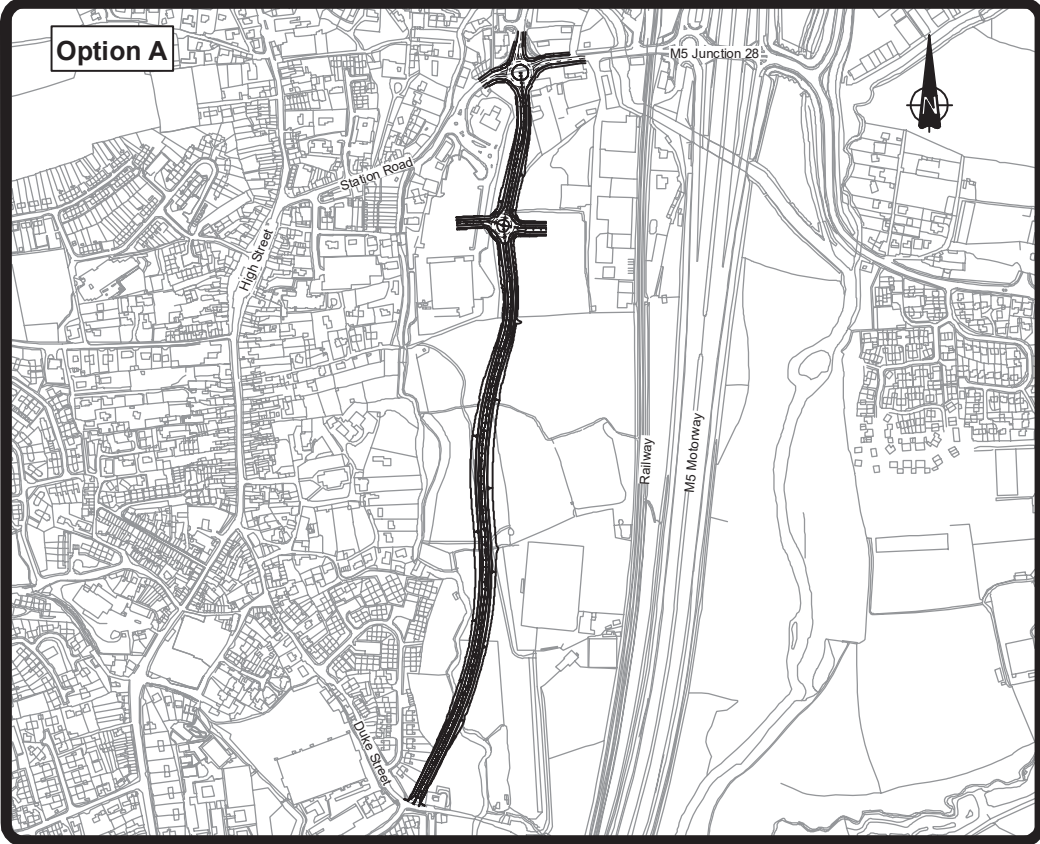
There are a variety of ways to provide feedback on this consultation until 25<sup>th</sup> October 2018:

- Complete one of the feedback forms available at the consultation events and either place it in the box provided, scan/photograph the form and email it to [transportplanning@devon.gov.uk](mailto:transportplanning@devon.gov.uk) or post a copy to:  
Transport Planning Team, AB2 Lucombe House, County Hall, Topsham Road, Exeter, Devon EX2 4QD
- Complete the online feedback form on the Devon County Council website - <https://new.devon.gov.uk/haveyoursay/consultations/cullompton-town-centre-relief-road/>

If you need more information or a different format please phone 0345 155 1015 or email [transportplanning@devon.gov.uk](mailto:transportplanning@devon.gov.uk)

**The six week consultation period runs from 13<sup>th</sup> September to 25<sup>th</sup> October 2018.**





Option A Summary  
Performance Against Objectives

Option A is generally considered to meet the majority of the established objectives for the scheme. However, this option is assessed to have the greatest impact to the Cullompton Community Association (CCA) fields, with the highest proportion of CCA land take and creating a barrier between fields and users accessing them.

Comparative Environmental Impact

The high level comparative appraisal of the unmitigated environmental impacts of Option A indicates that impacts for Options A & B would be similar. Option C is expected to be better in terms of air quality, noise and historic environment, but worse in relation to arboriculture and ecology.

Comparative Delivery Assessment

Option A has the shortest alignment length and is expected to have the least impact on flooding. These are primary factors resulting in Option A having the lowest estimate construction cost of £10m. The existing sports club facilities are also unaffected, which would be expected to reduce land purchase and compensation costs in comparison to Option B.

<b>Option A</b> <b>Summary:</b> Connects Station Road to Duke Street near the Meadow Lane junction within the corridor between the town centre to the west and the railway /motorway to the east. <b>Option A is generally considered to meet the majority of the established objectives for the scheme with the exception of seeking to minimise impact upon the CCA Fields.</b>	
Comparative advantages	Comparative disadvantages
Will take more traffic out of the town centre than Option C Positive impact upon air quality (town centre) Positive townscape /heritage impact (town centre) Expected to have least impact upon flooding requiring least mitigation / compensation works Sports club facilities in CCA Fields largely unaffected Performs better than Option C over ecology and arboriculture Shortest route <u>Construction cost estimate £10 million</u>	Greatest negative impact upon CCA Fields (land take and segregation) Will require amenity land compensation Greatest impact upon setting of St Andrew's Church and eastern edge of the conservation area Greatest impact upon existing dwellings
Environmental Impact: The environmental impacts of Option A are considered to be similar to those for Option B	

Option B Summary  
Performance Against Objectives

Option B is generally considered to meet the majority of the established objectives for the scheme. There is still a significant impact to the CAA fields, however segregation is reduced with the alignment primarily to the eastern extent of the fields.

Comparative Environmental Impact

The high level comparative appraisal of the unmitigated environmental impacts of Option B indicates that impacts for Options A & B would be similar. Option C is expected to be better in terms of air quality, noise and historic environment, but worse in relation to arboriculture and ecology.

Comparative Delivery Assessment

Option B has a similar anticipated land take area to Option A, although there would be a significant impact to the existing sports clubs with both the cricket club and bowls club expected to be displaced.

Estimated construction cost is £12m, which excludes land purchase and land compensation costs. The increased cost in relation to Option A, is due to the greater alignment length and increased flood mitigation/compensation expected to be required.

<b>Option B</b> <b>Summary:</b> Connects Station Road to Duke Street near Meadow Lane junction within the corridor between the town centre to the west and the railway /motorway to the east. This differs from Option A as it takes a route closer to the railway /motorway and a different connection alignment with Duke Street. <b>Option B is generally considered to meet the majority of the established objectives for the scheme. There is still a significant impact to the CAA Fields, however segregation is reduced with the alignment primarily to the eastern extent of the fields.</b>	
Comparative advantages	Comparative disadvantages
Will take more traffic out of the town centre than Option C Positive impact upon air quality (town centre) Positive townscape /heritage impact (town centre) Performs better than Option C over ecology and arboriculture Construction cost estimate £12 million as longer than Option A	Negative impact upon CCA Fields, but less than Option A Significant impact upon existing sports clubs: cricket and bowling in particular Will require sports relocation Impact upon setting of St Andrews Church and eastern edge of conservation area, but less than Option A <u>Increased flood mitigation/compensation expected to be required, in comparison to Option A</u>
Environmental Impact: The environmental impacts of Option B are considered to be similar to those for Option A.	

Option C Summary  
Performance Against Objectives

Option C is generally considered to meet most of the established objectives for the scheme. There is an impact to the CCA fields, but it is limited to the southern portion of the fields. The extent of the infrastructure required for Option C, and the resultant cost, is considered to restrict the viability of early delivery supporting the Culm Garden Village.

Comparative Environmental Impact

Option C is expected to be better in terms of air quality, noise and historic environment in comparison to options A & B, but worse in relation to arboriculture and ecology.

Comparative Delivery Assessment

The £50 million estimated construction cost is significantly higher than those for Options A & B, primarily due to the cost of a structure, or structures, spanning over the rail line, motorway and River Culm. In addition to the cost of the structure(s), costs associated with flood compensation/mitigation works are also considered to be significant as the main floodplain east of the motorway is impacted.

Option C does minimise land take from the CCA, and is not expected to significantly impact the existing sports club. Whilst it has the highest area of land take, much of that is agricultural fields east of the motorway.

<b>Option C</b> <b>Summary:</b> Connects Honiton Road with Duke Street near the junction with Meadow Lane. It follows a longer broadly east- west route and crosses the motorway, railway line and River Culm. It connects to Honiton Road east of existing houses. <b>Option C is generally considered to meet most of the established objectives for the scheme. Option C removes the lowest proportion of traffic from the town centre. There is an impact upon the CCA fields, but it is limited to the southern portion of the fields. The extent of the infrastructure required for Option C, and the resultant cost, is considered to restrict the viability of early delivery.</b>	
Comparative advantages	Comparative disadvantages
Least impact upon CCA Fields Positive impact upon air quality (town centre), but less than Options A or B Positive townscape /heritage impact (town centre), but less than Options A or B Least impact upon historic environment in proximity to the road Least impact on noise and air quality (road) Greatest area of land take but mainly agricultural fields east of the motorway	Takes least traffic out of the town centre Some negative impact upon CCA Fields Greatest impact on trees and ecology Greatest impact upon flooding requiring more mitigation /compensation works Construction cost estimate £50 million due to bridge structures Cannot be delivered by 2021 Funding uncertain
Environmental Impact: Option C is expected to be better in terms of air quality, noise and historic environment in the area directly affected by the road than Options A or B but worse in relation to arboriculture and ecology.	

High Level Route Options Assessment Against Scheme Objectives			
Scheme Objectives	Option A	Option B	Option C
Increase Highway Capacity	✓✓	✓✓	✓✓
Improve Air Quality	✓✓✓	✓✓✓	✓✓
Facilitate Town Centre Regeneration	✓✓	✓✓	✓
Facilitate early delivery of infrastructure support Culm Garden Village	✓✓✓	✓✓✓	x x
Minimise Impact to CCA Fields	x x x	x x	x

High Level Route Options Assessment Against Scheme Objectives			
Scheme Objectives	Option A	Option B	Option C
Compatibility with strategic M5 motorway junction improvement	✓✓✓	✓✓	✓✓
Compatibility with potential future southern relief road extension	✓✓✓	✓✓	✓✓✓
Provide alternative M5 diverted traffic route	✓✓	✓✓	✓✓
Estimated Construction Cost	£10 million	£12 million	£50 million

- ✓✓✓ - Objective largely achievable  
✓✓ - Objective partially achievable  
✓ - Objective slightly achievable
- x - Objective slightly unachievable  
x x - Objective partially unachievable  
x x x - Objective largely unachievable

## **Appendix A2. FAQs**

# **Cullompton Town Centre Relief Road Route Options Consultation**

**Frequently Asked Questions**

**September 2018**





## Background

### 1. Why is a town centre relief road needed?

A relief road for the town centre will improve air quality and traffic flows, reduce queuing through the town centre and release motorway junction capacity. Significantly a relief road will provide an opportunity to enhance the attractiveness of the town centre environment and unlock planned housing growth.

The adopted Local Plan, The Allocations and Infrastructure Development Plan Document (January 2011) allocates land for a relief road in Policy AL/CU/14. The question of need was considered by the Planning Inspector holding the Examination of the Allocations and Infrastructure Development Plan Document in April 2010. Since that time the volume of traffic moving through Cullompton has increased

His report states

***'Eastern Relief Road [ERR] [Policy AL/CU/14]***  
***Need***

*3.91 The ERR would bring significant benefits to the town, for example in terms of air quality, traffic flows and the enhancement of the town centre, in accordance with the CS (Core Strategy). A CHA (County Highway Authority) assessment supports the provision of the ERR to achieve these objectives and, whilst work on its design is at an early stage, the need for the ERR has been sufficiently demonstrated.'*

### 2. How will the land necessary to deliver the road be secured?

It is hoped that the land will be acquired by negotiation.

### 3. What would happen if landowners do not wish to sell?

The Council has a range of legal powers available over land acquisition and assembly which could include compulsory purchase.

### 4. Which is the preferred route?

There is not a preferred route. This will only be chosen following the results of the public consultation and after further technical work has been carried out.

### 5. How will a decision be made over a preferred route?

Following the public consultation and completion of additional technical work, a decision will be made by Mid Devon Cabinet and DCC Members.

### 6. What about planning permission?

Following consideration of the consultation responses and of the technical reports on issues such as flood risk, ecology, historic impact assessment, etc a preferred route will be identified. Once the preferred route is selected, a full detailed design planning application will be submitted to Mid Devon District Council for determination. Like any other planning application, individuals and organisations will be able to make representations to the Council. These will be considered as part of the determination process by the Planning

Committee of Mid Devon District Council. Mid Devon Planning Committee will determine whether planning permission should be granted or not having taken account of all planning matters and the representations received.

**7. Why is a new road proposed when public transport should be improved?**

The new road is proposed to cater for the additional traffic generated by the developments in the local plan and represents the proportion of people using private motor vehicles as demonstrated by the Census 2011. Public transport improvements are also a requirement of the developments and are dealt with on a site by site basis and secured through contributions from developers through the planning process

**8. Do you take any notice of what is said in responses to exhibitions?**

Yes. When the consultation is closed, all comments received will be analysed and a summary of these responses will be detailed in a report, along with recommendations of which option(s) should be taken forward.

**9. Shouldn't the priority be to improve the M5 junction instead?**

The relief road will act to improve the operation of the M5 motorway junction and is being seen as a first phase of wider motorway junction improvement works. The relief road will also act to reduce traffic through the town centre.

**10. Isn't a new motorway junction to the north / south of Cullompton better?**

The Highway Authority (Devon County Council) has previously considered a wide range of options for upgrading motorway access near Cullompton. This has included consideration of new junction locations to the north and south of the town. A junction located immediately to the south of Junction 28 was concluded to be the preferred option. More information on this is detailed in the Strategic Highways Options Report 2014 available here:

<https://www.middevon.gov.uk/media/103561/strategic-highways-options-report-2014.pdf>

Improving access to the motorway is the most likely solution to unlock the development to the east of the M5 at Culm Garden Village. The relief road is only phase 1 of this transport strategy and future work will focus on the motorway junction and the public will be able to give their view on this at a future date.

**11. Will the cheapest option be selected?**

The objective of the review will be to establish a preferred route that provides the best balance of public acceptability, environmental impact, value for money and deliverability.

**12. What plans are there to reopen a railway station and won't this relieve traffic?**

Planning policies allocate a site for new railway station for Cullompton. Once delivered, it will form an important component of transport provision and an alternative to the car for certain trips. However, it is not considered to replace the need for a traffic road.

**13. Wouldn't better parking enforcement in Fore Street solve the problem?**

No. Whilst the unauthorised stopping of vehicles makes congestion and vehicles queuing worse, it is not considered to be the main cause of congestion within the town.

**14. Shouldn't the comparative advantages / disadvantages of each route be made clear?**

Comparative assessment of the different route options forms part of the options generation and assessment process. Details are to be found within the WSP Route Options Report.

**15. What is the Housing Infrastructure Fund and how is it relevant?**

In July 2017 the Government launched its £2.3 billion Housing Infrastructure Fund to finance infrastructure to unlock housing delivery. Mid Devon District Council made a bid under the marginal viability part of the fund for £10 million for highway infrastructure improvements in Cullompton to unlock planned housing growth by releasing capacity at the J28 of the M5.

Whilst the Government announced in January 2018 the success of Mid Devon's bid, the Council is still in a process of due diligence with Homes England before a final decision is made over the award of the funding. In order to qualify, the infrastructure to be funded must unlock housing growth and be delivered by 2021.

There is therefore currently the potential for £10 million of Government infrastructure funding to go towards the cost of the relief road. It is estimated that options A and B could be delivered by the deadline. Due to the longer design process, construction time and permissions required to cross the motorway, railway and River Culm, it is not considered that Option C could be delivered within a timescale that would meet the Housing Infrastructure fund requirements.

**16. How does the relief road relate to proposals for new homes?**

The relief road would act to unlock housing growth planned for Cullompton by increasing the capacity of junction 28 of the motorway. One of the requirements for Housing Infrastructure Fund financial support is that the delivery of housing is unlocked by the road.



The housing that would be unlocked by the road is mainly at NW Cullompton together with a first phase of housing east of Cullompton (part of the proposed Garden Village site).

**17. How will the road be funded and when would it be delivered?**

The construction cost of each road route option differs. It is estimated that the construction cost of each would be Option A £10 million, Option B £12 million and option C £50 million. Subject to final confirmation from Homes England, options A or B would be primarily funded through the Housing Infrastructure Fund (HIF) with any gap being funded by housing development. This would require delivery by 2021. It is not considered that Option C would qualify for HIF funding as it could not be delivered by 2021. Money to secure its delivery would be sought from housing development, but would need to be supplemented by other infrastructure fund as yet to be identified. Funding and delivered date for Option C are currently uncertain.

**18. How can I make my views known?**

There are a number of ways of making your views known.

Complete the online questionnaire at

<https://new.devon.gov.uk/haveyoursay/consultations/cullompton-town-centre-relief-road/>

Alternatively, you can complete a hard copy of the questionnaire and post it in the box at an exhibition event, email the completed questionnaire to [transportplanning@devon.gov.uk](mailto:transportplanning@devon.gov.uk) or send it to Transport Planning Team, AB2 Lucombe House, County Hall, Topsham Road, Exeter, Devon, EX2 4QD

Comments should be received by the close of the consultation on **25<sup>th</sup> October 2018**

## **Traffic Impacts**

**19. What work have you done to understand traffic in Cullompton?**

Roadside interview data was collected by interviewing drivers in the town centre to understand their purpose for their journey as well as their origin and destination. Three days of queue length monitoring were carried out on both sides of Junction 28 as well as numerous traffic counts before and after the recent improvements to Junction 28.

This data was used to update the Cullompton traffic model to assess the impacts of the proposed development in the Local Plan. The model also allows the impacts of the different alignments of the Town Centre relief road to be assessed.

**20. How would a relief road affect junction 28 of the motorway?**

The relief road will provide an alternative route to M5 Junction 28 in the morning, moving the queue out of the High Street and Air Quality Management Area (AQMA). In the evening, the road will provide a more free-flowing exit off the motorway junction, reducing the chances of the queue extending back from the High Street through Junction 28 and down the northbound off-slip towards the active motorway itself. This would be a severe safety hazard.

**21. How would a relief road affect the town centre of Cullompton?**

The relief road will provide an alternative north-south route to the High Street and will remove 30-40% of the traffic out of the town centre depending upon the route option selected. This will encourage regeneration of the High Street and provide opportunities to investigate traffic management options for changing the traffic priority within the town.

**22. How will it affect Duke Street? Will it become a short cut?**

It is expected that whichever route is progressed, measures to prevent Duke Street being used to connect the relief road and town centre will be included within the detailed design. This could be through restricting all vehicular traffic using a short section of Duke Street just north of junction with Meadow Lane. This would effectively result in the northern section of Duke Street becoming a cul-de-sac with no through access. Details of traffic management measures on Duke Street would be worked on as part of the wider scheme's detailed design.

**23. How will it affect Meadow Lane and its junction with Exeter Road?**

Meadow Lane will become part of the relief road. The junction of Meadow Lane/Exeter Road will require some changes and these will be investigated as part of the detailed design stage.

**24. How will it affect Station Road?**

Options A and B will reduce the amount of traffic between Millennium Way roundabout and High Street. Option C will reduce the traffic on the whole of Station Road by moving vehicles to the other side of the motorway, but overall will be less effective than either options A or B in reducing traffic movements through the town centre.

**25. How will it affect Honiton Road?**

Options A and B will not affect the traffic flow on Honiton Road. Option C will move the traffic from Station Road to Honiton Road.

**26. How will it relieve Fore Street?**

The relief road will provide an alternative north-south connection, diverting traffic out of Fore Street onto the new road. Options A and B are predicted to remove 40% of the traffic out of Fore Street whereas Option C is expected to remove 30%.

**27. Won't the section of Station Road between the new relief road junction and the motorway become more congested?**

No. This section of the road will carry the same volume of traffic with or without the relief road under options A and B. Option C distributes traffic to the other side of the motorway so will reduce the volume of traffic on Station Road.

**28. What level of future growth has been taken into account?**

The traffic model includes all of the development being proposed in the emerging Local Plan.

## **Design**

**29. Where will it go from/ to?**

All of the routes start at the southern end close to the junction of Duke Street and Meadow Way. Options A and B will connect to Millennium Way via a new arm at the existing roundabout whereas Option C will cross the M5 and railway and connect to Honiton Road to the east of the existing houses. See plans for more details.

**30. How wide and how high will the road be?**

The road is proposed to be 7.3m wide, with at least one 3.5m wide shared cycleway/footway adjacent to the carriageway.

**31. How will the relief road plan for pedestrians and cyclists?**

As a minimum the relief road will include at least one 3.5m wide shared cycleway/footway adjacent to the road for its full length. Pedestrian/cycle access and crossing points will be provided at locations determined to be on the primary desire lines for users. The extent of the road corridor would be fenced, with gates at the access points.

**32. What are the expected costs of the different route options?**

The construction costs estimates for the routes are: Option A £10million; Option B £12 million; and Option C £50 million. These estimates do not include costs for land acquisition, land compensation/mitigation or scheme development. These further costs will become clearer as the scheme is planned in more detail.

**33. Will vehicular access to the CCA Fields be retained?**

Yes. The option plans produced so far are indicative so retained access arrangements are not clear. At the detailed design stage, provision for vehicular access to the CCA Fields will be made.

**34. How long would it take to build?**

It is anticipated that construction of options A and B would take approximately 1 year. Option C is estimated to have a construction duration of approximately

2 years due to the scale and complexity of the structures required to cross over the rail line, motorway and River Culm

**35. What will the speed limit of the road be?**

The speed limit is expected to be 30mph.

**36. How does this relate to a future motorway junction improvement?**

Each of the proposed alignments have been considered in relation to their compatibility with a new motorway junction, seeking to confirm that whichever route is progressed for the Town Centre Relief Road it does not compromise a potential new motorway junction. Potential arrangements of new motorway junctions connecting with each of the relief road options are shown in plans available for viewing at the consultation exhibitions. All options are considered to be compatible with a viable new motorway junction. It should be noted that the nature of the strategic improvement to the motorway is still subject to discussion with Highways England and whilst it is likely to take the form of a new junction, this has yet to be finalised.

**37. What will happen in the event that the motorway is closed?**

It is expected that the M5 diversion route will be re-routed from the High Street to the relief road.

**38. Why can't the road be parallel to the motorway on its eastern side?**

The Environment Agency has advised that they would object to an alignment in close proximity to the River Culm due to flood risk and ecology impacts. An early option for a route (Option D) has therefore been discounted and is not one of the viable route options within this consultation.

**39. Why is there a roundabout shown on land to the east of the Tesco store and would the road link in with the existing Tesco access?**

A roundabout has been indicated in this location within Options A and B as it might be preferable to provide a link from the relief road to the Tesco site and its existing access. This may prove to provide the optimum highway capacity and access arrangement and would be given consideration if either Option A or B are progressed to detailed design.

A roundabout in this location could also provide an alternative means of access to the Long Meadow Industrial Estate. This could permit the existing access close to the M5 junction 29 junction to be closed and potentially provide a bus layby.

**40. Can the road link into Longbridge Meadow Industrial estate and use its existing access point onto Station Road?**

Consideration was given to locating the northern section of a relief road on an alignment taking it through the Industrial Estate. However, the current highway access to the industrial estate is in close proximity to the M5 junction 28 roundabout and is constrained by the Weary Traveller public house to the west and the River Culm to the east. It is consequently considered that a new highway junction in this location is not physically viable and would not provide

the highway capacity required for the relief road. Therefore, an alignment through the industrial estate is not included within the options presented at this consultation.

#### **41. Has the Council looked at a locating a relief road to the west of Cullompton?**

The adopted Local Plan, The Allocations and Infrastructure Development Plan Document (January 2011) allocates land for a relief road in Policy AL/CU/14. The question of whether the Relief Road should run East or West of the town was considered by the Planning Inspector holding the Examination of the Allocations and Infrastructure Development Plan Document in April 2010.

His report states

##### ***“Eastern Relief Road [ERR] [Policy AL/CU/14]***

##### ***Need***

*3.91 The ERR would bring significant benefits to the town, for example in terms of air quality, traffic flows and the enhancement of the town centre, in accordance with the CS. A CHA assessment supports the provision of the ERR to achieve these objectives and, whilst work on its design is at an early stage, the need for the ERR has been sufficiently demonstrated.*

##### ***Route***

*3.92 The ERR would cross land owned and managed by the Cullompton Community Association [CCA]. A route for the ERR which crosses the open space between Station Road and Meadow Lane is justified in principle.*

##### ***Environmental Effects***

*3.93 Criterion a of Policy AL/CU/14 commits MDDC to undertaking a public consultation exercise before the route of the ERR is determined. There is no evidence of any adverse environmental impact, for example on wildlife, trees, flood risk and the enjoyment of the CCA land, that could not be satisfactorily addressed. Indeed the ERR could provide opportunities for improved planting and wildlife habitats in the area and to further enhance the value of open space.*

##### ***Delivery***

*3.94 The construction of the ERR is reliant upon developer contributions from the allocated housing sites. However, the ERR is ranked as high priority by MDDC and very high priority by the CHA to receive CIL funding, demonstrating a clear public commitment to the scheme. Therefore, despite the range of matters to be taken into account in the design, including flood risk alleviation, there is no reason why the ERR cannot be delivered within the plan period.*

##### ***Alternative Route***

*3.95 Consideration has been given to a western relief road associated with development to the north west of the town. However, technical evidence shows that such a route would not solve problems of congestion and air*

*quality in the town centre as travel distances would be longer, carbon impact would be greater and congestion would still occur in Fore Street. There is no substantive evidence that a western relief road would provide the same or greater traffic benefits than the proposed route to the east, whereas proposed improvements to accessibility north and west of the town would complement the benefits of the ERR.*

#### *Conclusion*

*3.96 The need for the ERR has been demonstrated and a route within the area shown on the submission proposals map is the most appropriate in terms of highway function, air quality and delivery. Policy AL/CU/14 is sound.”*

**42. Why do all the routes connect onto Duke Street? Why not bypass the town further south?**

A more southerly connection point into the existing road network for the relief road would significantly lengthen it, increase costs and involve greater construction in the flood plain. The highway benefits can be achieved by connecting to Duke Street close to its junction with Meadow Lane.

**43. Has Cullompton Community College pupil safety been considered? Yes.**

As the road is designed up in detail the need for pupils to cross Meadow Lane to access the sports field and how that can be accommodated safely will be taken into account.

**44. Will the road be fenced?**

Yes. It is expected that the extent of the road corridor would be fenced with gates at the access points.

**45. Is there an alternative route option to those presented that can be delivered in comparative cost and time?**

Whilst the route options that have come forward to date are not definitive and could be subject to amendment as a result of consultation responses and technical work, no alternative viable route options have been identified.

## **Flooding**

**46. Aren't the proposed routes in a flood plain?**

The majority of the study area is within Flood Zone 3, designated by the Environment Agency as the functional floodplain with an annual probability of flooding greater than 1 in 100.

Arcadis Consulting was commissioned by Devon County Council, supported by Mid Devon District Council, to undertake a Flood Risk Assessment to consider the construction of a relief road and motorway junction system to the east of Cullompton town centre. This commission pre-dated the recent work to produce relief road route options and instead was intended to demonstrate to



the Local Plan Inspector whether a new road and motorway improvement was broadly feasible in flood risk terms.

The Environment Agency has reviewed all the evidence within this report and considers the Flood Risk Assessment to contain sufficient information to demonstrate that a motorway junction and relief road scheme as allocated in the Mid Devon Local Plan can be implemented in a way that adequately manages flood risk and could lead to an overall net reduction in flood risk to people and property. More details on this flood risk assessment are available on the District Council's website here

<https://www.middevon.gov.uk/residents/planning-policy/local-plan-review/>

Flood risk assessments of route options A, B and C have been commissioned and are currently being prepared. They build on the existing flood risk work already undertaken.

#### **47. Will a road through the flood plain make flooding worse?**

This issue is being comprehensively investigated as planning policy seeks to ensure that flood risk is not increased as a result of development. Work to date indicates that a relief road and motorway junction improvement can be located within the floodplain in a way that does not increase flood risk (see question above).

A full detailed flood risk assessment would need to be prepared as part of any planning application submission demonstrating that flood risk is controlled and mitigated.

#### **48. Will the relief road flood?**

It is expected that for most of its length the road will be constructed above predicted flood water levels. However, at the location where the new road ties-in to existing roads, the level of the relief road will be lower and subject to potential flooding. This is particularly the case in the area of the proposed junction with Duke Street. At such times it is expected that the relief road would be closed.

An possible future extension to the south would provide a connection to the existing highway at a location above expected flood levels, avoiding road closures.

## **Impact on Affected People**

#### **49. How will the routes affect the Cullompton Community Association (CCA) Fields?**

All of the options will have a varying level of impact on the CCA fields. The plans show the alignment of each of the routes as well as details of the impacts on the CCA fields.

Option A takes a broadly north-south route through the Fields and would separate the fields either side, requiring pedestrian access across the road at

key points. It would affect the way in which the Fields are currently used and require the relocation of the existing children's play area. Option B takes a similar route with the exception that it runs closer to the railway line and does not separate the Fields to the same extent as Option A. Option B will affect the Cricket Club, Bowling Club and to a lesser extent the Football Club facilities. The impact of Option C upon the Fields will be more limited to the southern area which it will cross before heading over the other side of the motorway.

**50. Will replacement / compensatory open space provision be made?**

Yes. Planning policy for the relief road makes it clear that replacement open space and sporting facilities elsewhere in Cullompton be provided if these are affected. Details of how and where this could take place are yet to be established but the Council will look to work with affected landowners over this.

**51. How will the routes affect sports facilities in the CCA fields?**

All of the options will have a varying level of impact on the CCA fields. The plans show the alignment of each of the routes as well as details of the impacts on the sports clubs. Option B would have the most effect upon existing sports provision as it is likely to require the relocation of the Cricket Club and Bowling Club. Football Club facilities would be affected to a lesser extent.

**52. Will replacement / compensatory provision be made for affects sports clubs?**

Yes. Planning policy for the relief road makes it clear that replacement open space and sporting facilities elsewhere in Cullompton be provided if these are affected. Details of how and where this could take place are yet to be established but the Council will look to work with affected landowners and clubs over this.

**53. What about impact upon existing properties?**

The impacts of the road upon a range of factors including existing properties and residents will be considered as part of the planning process. This will include assessment of whether there will be a significant impact upon residential amenity.

## **Environment**

**54. What about ecology?**

Mid Devon District Council has commissioned a Phase One and Phase Two Habitat Assessments.

The surveys have yet to be completed but will be of sufficient detail and scope to inform an Environmental Impact Assessment, an Appropriate Assessment and accompany a planning application for a relief road.



**55. How are environmental impacts assessed?**

Any planning application for the relief road is expected to require a full Environmental Impact Assessment in accordance with planning regulations.

**56. How will the impacts of the road be mitigated (ie noise, air quality, visual)?**

As the detailed design of the road scheme is worked up for planning application submission, its environmental impacts will be fully assessed within an Environmental Impact Assessment. This will consider the degree of impact upon a range of issues and seek to mitigate those effects where they are significant.

**Additional question added in response to the first public consultation events:**

**57. Why can't a new motorway junction at Little Copse be built?**

A junction in this location was investigated but there are several significant issues. The gap between the railway and the M5 is not big enough to accommodate the northbound slip roads. The slip road would therefore have to cross the railway and be located very close to the main channel of the River Culm. This would require significant structures and mitigation measures and would be under significant scrutiny from the Environment Agency. The Agency would not want works that interfere with the River Culm main channel.

Traffic from the Culm Garden Village would not be able to access a junction in this location without first travelling across the existing Junction 28 to get to the B3181 and the existing junction would not be able to cope with the additional traffic. Once across the M5, there is a tight bend close to the bridge over the M5 on the B3181 south of Cullompton where two large vehicles such as Heavy Goods Vehicles as cannot pass.

For these reasons, a junction in this location has been discarded.

## **Appendix A3. Survey**



# Cullompton Town Centre Relief Road

## Public Consultation Questionnaire

Please let us know your views on possible alignments for a Cullompton Town Centre Relief Road. This consultation is your opportunity to find out more about the options that have been developed and to input your opinion.

You are invited to read the consultation leaflet, visit the exhibitions and access further information at

<https://new.devon.gov.uk/haveyoursay/consultations/cullompton-town-centre-relief-road/>. If you do not have access to a computer there are publicly available computers with access to the internet in all Devon libraries.

Thank you for taking the time to complete this questionnaire. Responses can be submitted online at the website above. Alternatively, paper copies, available at exhibitions, can be returned to the box provided at the exhibition, or handed into the Mid Devon office: Mid Devon, Phoenix House, Phoenix Lane, Tiverton, EX16 6PP or sent to: Transport Planning, County Hall, Exeter, EX2 4QD. All responses need to be submitted by Thursday 25<sup>th</sup> October 2018.

If you need more information or a different format please phone 0345 155 1015 or email [transportplanning@devon.gov.uk](mailto:transportplanning@devon.gov.uk).



1. Do you agree that there is a need for a Town Centre Relief Road in Cullompton?

(please select one option only)

☐ Yes

☐ Not Sure

☐ No

2. What is your opinion on option A?

(please select one option only)

☐ Strongly Support

☐ Support

☐ No Preference

☐ Oppose

☐ Strongly Oppose

3. Why do you support/not support this option? Please provide Comments

4. What is your opinion on option B?

(please select one option only)

☐ Strongly Support

☐ Support

☐ No Preference

☐ Oppose

☐ Strongly Oppose

5. Why do you support/not support this option? Please provide Comments

**6. What is your opinion on option C?**

(please select one option only)

- ☐ **Strongly Support**    ☐ **Support**    ☐ **No Preference**    ☐ **Oppose**    ☐ **Strongly Oppose**

**7. Why do you support/not support this option? Please provide Comments**

**8. Which option do you prefer?**

(please select one option only)

- ☐ **Option A**                      ☐ **Option B**                      ☐ **Option C**

**9. Why do you prefer this option? Please provide comments**

**10. Do you have any other comments you wish to make on the Town Centre Relief Road?**

**11. Do any of the options cross land you own?**

(please select one option only)

☐ Yes

☐ No

**12. If yes, which route(s)**

(please select all options relevant)

☐ Option A

☐ Option B

☐ Option C

**13. Are you representing an organisation?**

(please select one option only)

☐ Yes

☐ No

**14. If 'Yes', which organisation are you representing?**

**15. Which age-band are you in?**

(please select one option only)

☐ Under 25

☐ 25 to 34

☐ 35 to 44

☐ 45 to 54

☐ 55 to 65

☐ Over 65

**16. What is your gender?**

(please select one option only)



☐ Male

☐ Female

☐ Other



**17. Do you consider yourself to be disabled?**

(please select one option only)

☐ Yes

☐ No

**18. Please enter your full postcode:**

(this information will help us see the geographical spread of responses)

**Thank you for completing this questionnaire**

## **Appendix B. Exhibition Boards**



# Cullompton Town Centre Relief Road - Introduction

## Introduction

Welcome to the public consultation for the Cullompton Town Centre Relief Road. This public consultation is being held to seek the views of the residents, businesses, organisations and other stakeholders ahead of any decision to progress with a planning application for the relief road. The consultation is being undertaken at the earliest opportunity to obtain feedback that can then be given due consideration in both the decision making and design processes.

## Background

Traffic congestion within Cullompton has long been an issue resulting in:

- Poor air quality,
- Negative impact upon the attractiveness and environment of the town centre,
- Constraints on development and associated restrictions on the future economic growth of the area.

A relief road east of the Town Centre has been included within the Local Plan since 2011, to divert north-south traffic away from the town centre and Fore Street. Such a relief road would reduce queuing on both the local and national road networks with consequent improvements to air quality, whilst also facilitating sustainable growth of the town.

## Need for the scheme

Current issues experienced are as follows:

- Large volumes of traffic using M5 J28 because of local commuters using the motorway to travel to work.
- Capacity on the highway network is limited leading to:
  - Queues in the morning peak extending from Junction 28 of the motorway along Station Road and onto the High Street and Higher Street
  - Queues in the evening traffic peak from the signalised junction of High Street/Higher Street/Station Road that extend back onto the Junction 28 northbound off-slip which is a significant safety risk
- The historic High Street's width is restricted to only 6.5m in places and has typically narrow footways which makes it unsuitable for large volumes of vehicular traffic
- The town centre is dominated by traffic, with poor air quality reducing its attractiveness
- Opportunities for greater prosperity and growth are limited by highway constraints.

The Town Centre Relief Road is expected to mitigate the issue by moving the queue out of the Air Quality Management Area in the morning peak. This will also provide an alternative route in the evening peak which will reduce the risk of queuing on Station Road extending back onto the M5.

The Town Centre Relief Road scheme therefore unlocks plans for housing growth at NW Cullompton plus a first phase of dwellings to the east of the M5, and other minor housing development sites in advance of a more strategic motorway intervention.

## Planning Policy

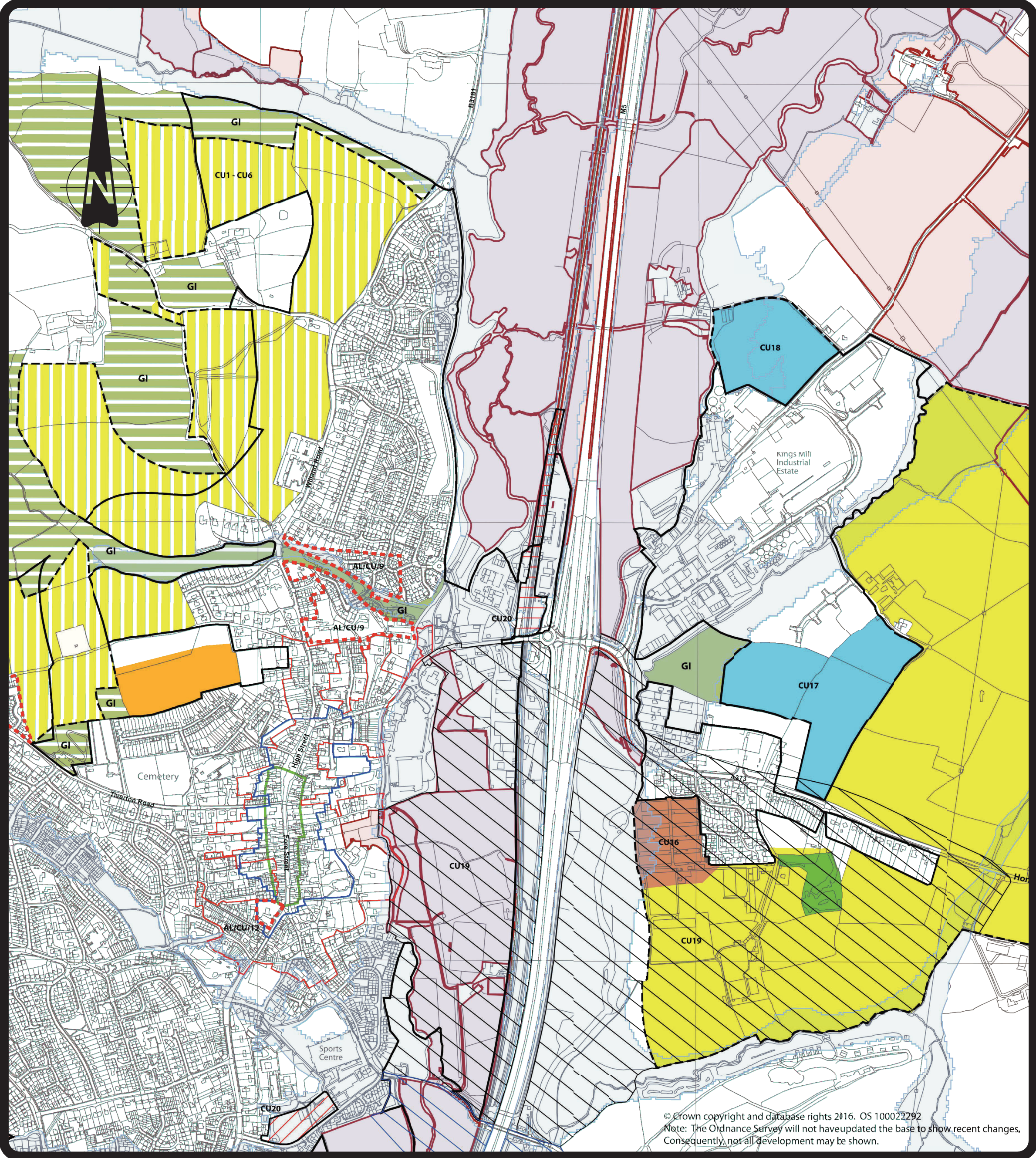
The principle for developing a new relief road is supported by planning policy at a national, regional and local level. The scheme has been identified as being important to the sustainable future growth of Cullompton.

The relief road would provide improvements to Cullompton and the local highway network by:

- allowing traffic to exit the motorway safely,
- reducing safety implications from traffic queuing on the motorway,
- reducing poor air quality levels which can affect human health
- supporting the delivery of housing allocations with the Local Plan
- enabling sustainable growth of the town
- Providing opportunity to enhance the attractiveness of the town centre environment

## Study Area

The area identified for the relief road within the Local Plan review is highlighted by blue cross hatching on the plan opposite.



Proposed deleted/partially deleted sites		Proposed mixed use allocation		Safeguarded area for school expansion		Floodplain	
Settlement limit		Proposed commercial allocation		Area for town centre relief road		<b>PROPOSED CHANGES</b>	
Proposed amendment to settlement limit		Proposed green infrastructure		Ancient monument		Proposed mixed use	
Conservation area		Town centre boundary		County wildlife site (2007 data)		Boundary amendment	
Proposed residential allocation		Primary shopping area		Priority habitats		Proposed green infrastructure	
Proposed contingency housing site allocation		Safeguarded area for railway station				Proposed extension to town centre relief road	



# Cullompton Town Centre Relief Road - Objectives

## Overarching Strategic Aims

The objectives for intervention have been developed based on an understanding of the current situation along with likely future requirements. These take into account relevant policies and constraints.

The key strategic aims of future interventions are:

1. To enhance the economic prosperity and competitiveness of Mid Devon, both nationally and in line with other areas of Devon; and
2. To support planned sustainable growth including housing and employment development opportunities in Cullompton.

Scheme objectives have been developed in conjunction with Mid Devon District and Devon County Councils.

## Scheme Objectives

The primary objectives are:

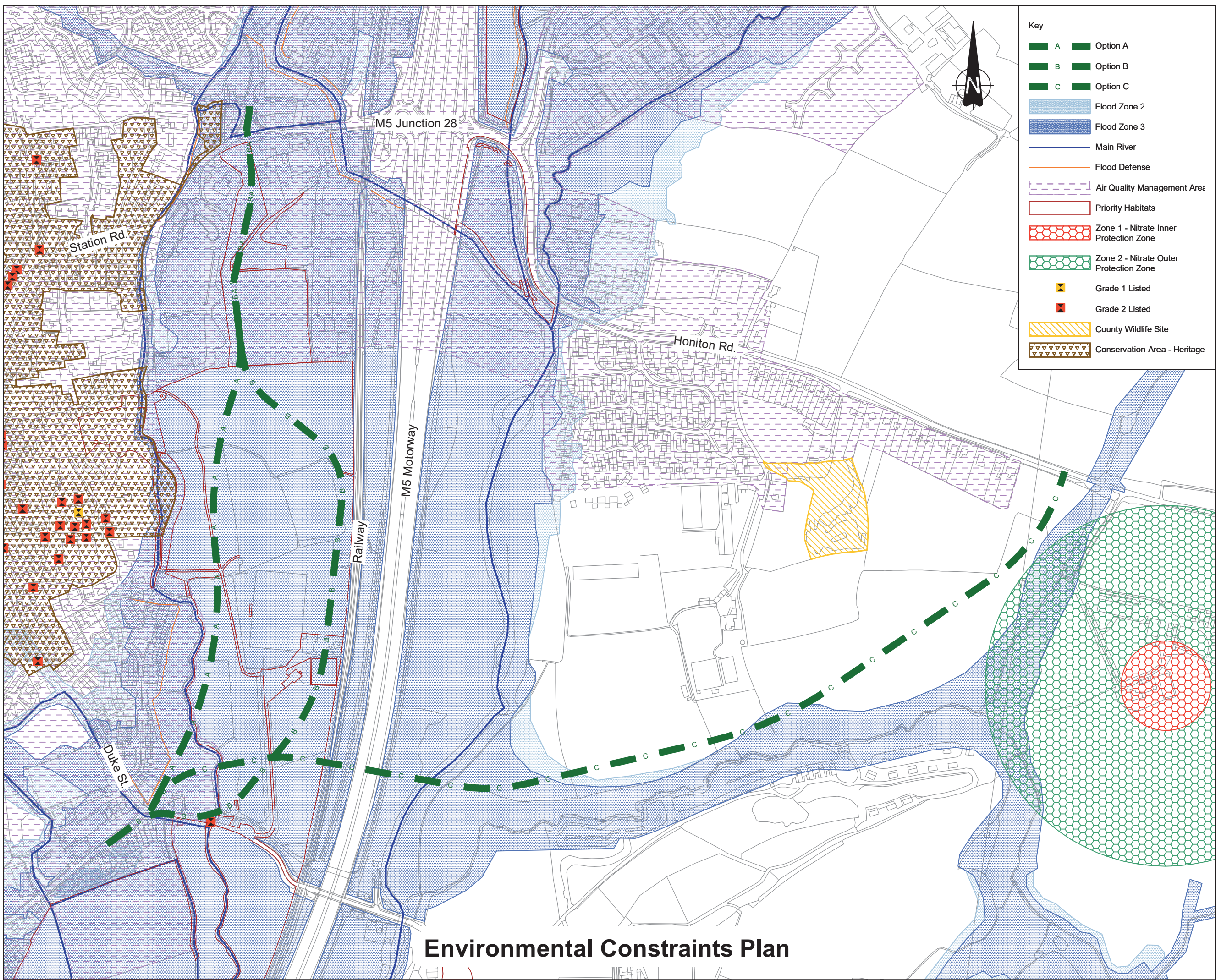
- 1A Reduction of queuing on the highway network. Mitigating queues extending back onto the motorway from the northbound off slip and queues extending back into the High Street in the other direction.
- 1B Removal of traffic from Cullompton High Street which is an existing Air Quality Management Area (AQMA) resulting in improved air quality and town centre amenity;
- 1C Delivery of a long-standing community aspiration for a town centre relief road to support economic and environmental regeneration of Cullompton High Street.

The secondary objectives are:

- 2A Early delivery of the first part of the longer term strategic solution which will be required to unlock the full potential for homes and growth at Cullompton Garden Village;
- 2B Minimising impact to the Cullompton Community Association recreation grounds and facilities;
- 2C Compatibility with a longer term strategic solution to provide additional highway capacity to support the full potential for homes and growth at the identified Culm Garden Village site, through a new motorway junction.

The tertiary objectives are:

- 3A Compatibility with a potential future southern extension to the relief road
- 3B Provision of an alternative route for traffic, avoiding Cullompton High Street, diverted from the M5 motorway during closures for both incidents and planned events.



High Level Route Options Assessment Against Scheme Objectives

Scheme Objectives	Option A	Option B	Option C
1A - Increase Highway Capacity	✓✓	✓✓	✓✓
1B - Improve Air Quality	✓✓✓	✓✓✓	✓✓
1C - Facilitate Town Centre Regeneration	✓✓	✓✓	✓
2A - Facilitate early delivery of infrastructure support Culm Garden Village	✓✓✓	✓✓✓	x x
2B - Minimise Impact to CCA Fields	x x x	x x	x
2C - Compatibility with strategic M5 motorway junction improvement	✓✓✓	✓✓	✓✓
3A - Compatibility with potential future southern relief road extension	✓✓✓	✓✓	✓✓✓
3B - Provide alternative M5 diverted traffic route	✓✓	✓✓	✓✓
Estimated Construction Cost	£10 million	£12 million	£50 million

The route options covered within boards 4, 5 and 6 have been assessed against these scheme objectives



# Cullompton Town Centre Relief Road - Option Generation

## Key Considerations

When preparing the Option alignments, the following key issues fundamental to the viability of the scheme have been given consideration:

### • Traffic Impacts

Increasing highway capacity and diverting traffic from the town centre is central to achieving all the primary objectives. The three main traffic issues the scheme seeks to address are:

- AM queuing along Station Road eastbound
- PM queuing along Station Road westbound and extending back onto the M5 motorway
- Traffic flows through the Town Centre

### • Flooding

Most of the area indicated for the Town Centre relief road within the Local Plan review is within Flood Zone 3b. Flood Zone 3b is categorised as the land where water has to flow or be stored in times of flooding. Essential infrastructure can be developed within this zone provided it is demonstrated that there are no viable alternatives, there are wider benefits and flood risk is not increased.

The Environment Agency has advised that in principle it accepts that the scheme is required, has wider benefits and alternatives outside Flood Zone 3b are not viable. The remaining requirement is to demonstrate flood risk is not increased. The primary factors affecting flood risk are the displacement of flood storage areas and disruption of flood water flows. Therefore, The greater the impact upon these factors the more compensation area and mitigation measures are required.

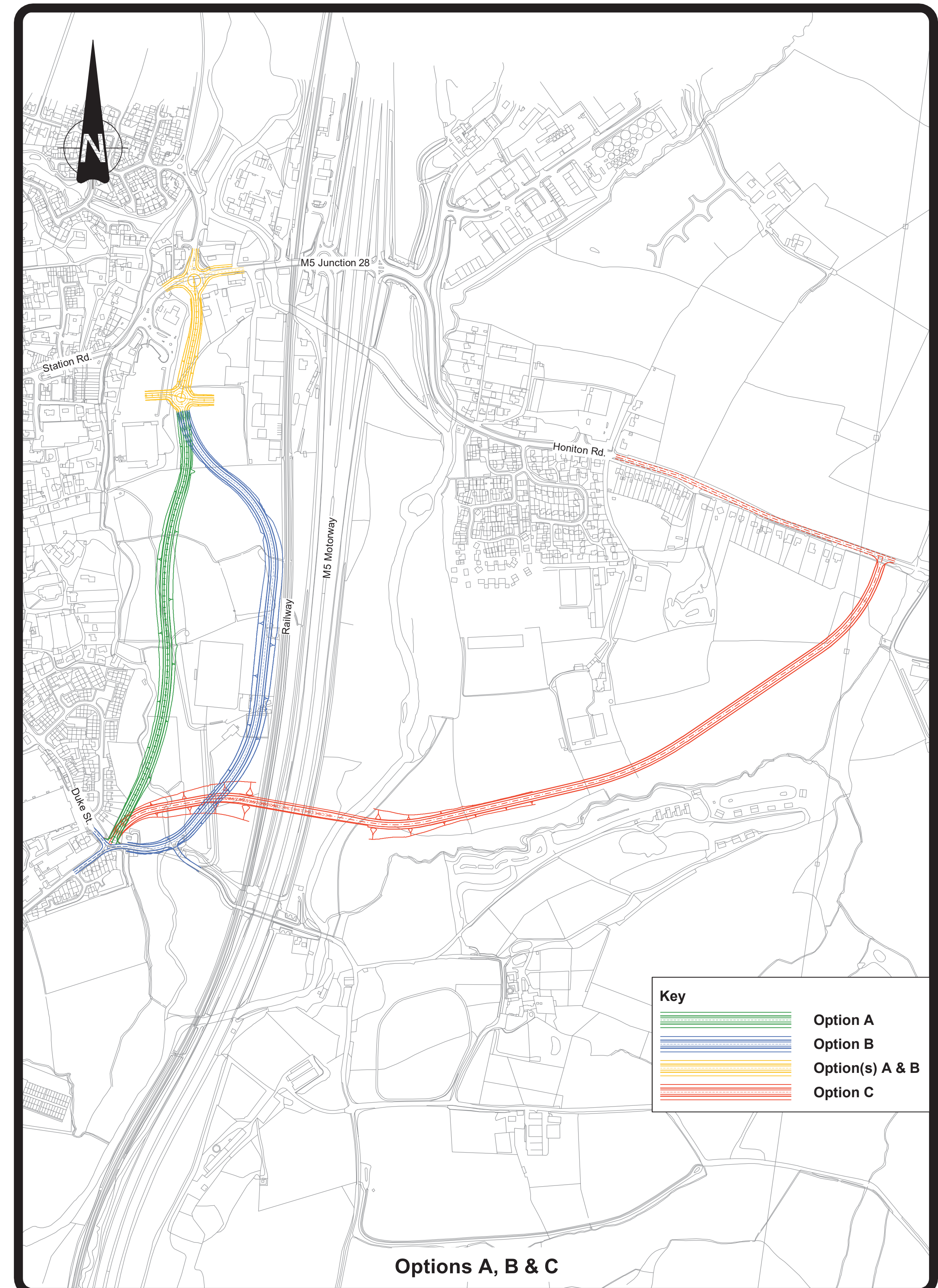
### • Land Use

The majority of the land identified for the relief road within the Local Plan review is in private ownership, therefore any route for the relief road would impact on existing land use and land owners. The options were prepared with the aim of providing genuine alternatives. Land impacts differ significantly across the range of options produced.

## Option Preparation

Each of the options considered has been developed to a preliminary level of detail, for consultation purposes. They have not been developed to the degree of detail that will occur at application stage. Feedback from this consultation will inform the future process of detailed design and refinement of a preferred route alignment for planning application submission.

The drawings indicatively show highway alignments and junctions together with typical cross sections. Key features are annotated. The preferred option will be subject to detailed design and assessment to optimise the alignment. Features such as crossing points, highway accesses and environmental mitigation measures, etc, would also be developed as part of a subsequent planning application.





# Cullompton Town Centre Relief Road - Option A

## Option A

### Route Description

This option alignment is entirely within the corridor between Cullompton Town Centre to the west and the rail/motorway corridor to the east. The route is the most easterly of those proposed and hence closest to the town centre. The route runs broadly north-south through the Cullompton Community Association Fields.

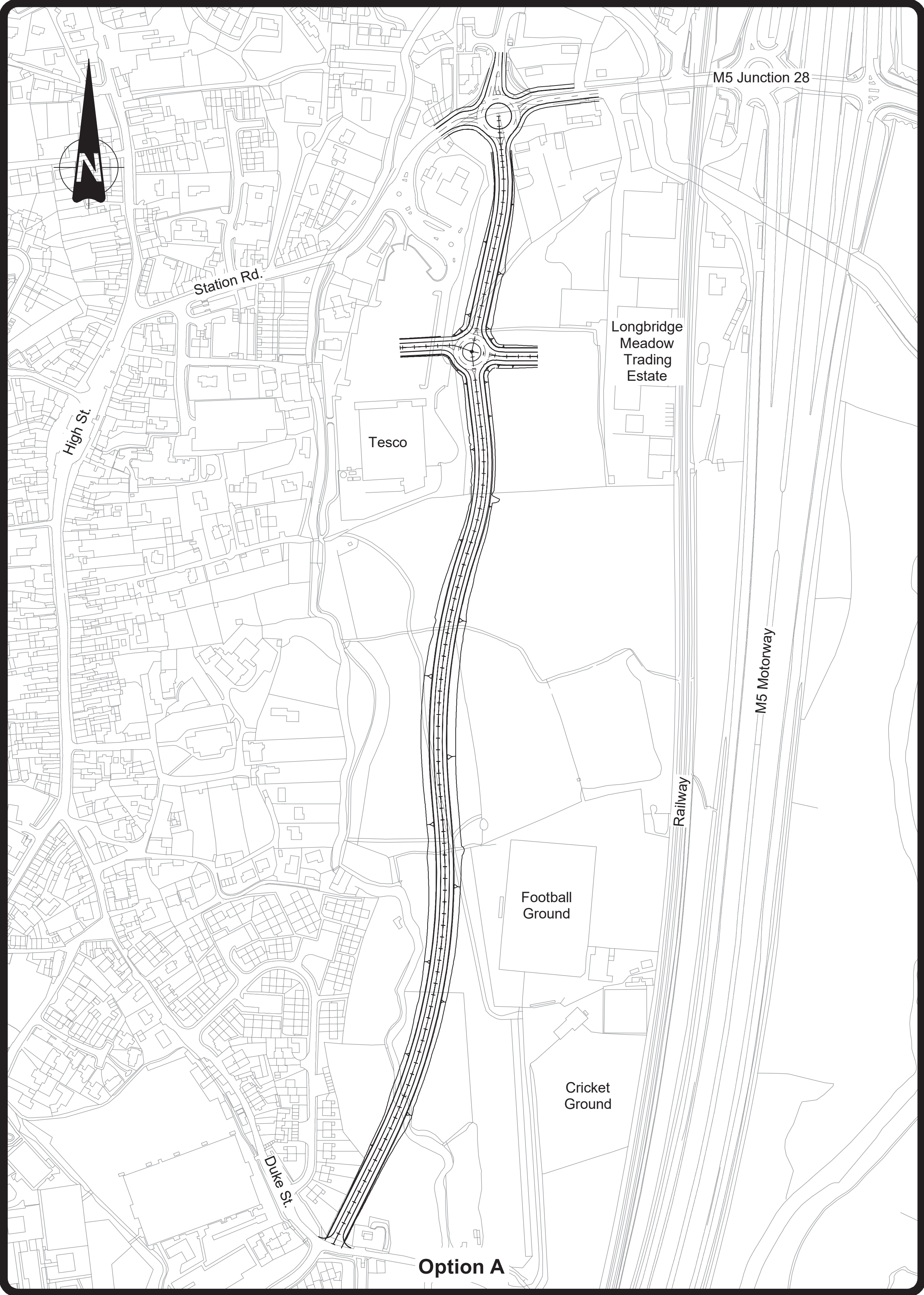
### Route Characteristics

- Option A is approximately 985m in length, connecting Duke Street with B3181 Station Road at the existing roundabout,
- The proposed relief road would form a new junction with Duke Street. Traffic flow management to prevent Duke Street from becoming the preferred route into the town centre would be considered. This could include making Duke Street a cul-de-sac,
- The Proposed route crosses the Mill Leat watercourse proceeds through the children's play area and recreational grassland. If this option is selected, the children's play area shall be relocated,
- Existing sports club facilities within the Cullompton Community Association (CCA) fields are unaffected by the route,
- A roundabout to the east of Tesco could be considered to help accessibility to the superstore and the Longbridge Meadow Industrial Estate,
- The existing roundabout on Station Road will be realigned and increased to accommodate the additional traffic and new relief road.

### Performance Against Objectives

Option A is generally considered to meet the majority of the established objectives for the scheme. It is also the shortest, and simplest option from a highways perspective. However, it has the greatest impact to the CCA fields, with the highest proportion of CCA land required and greatest segregation of land parcels within the fields.

Comparative advantages	Comparative disadvantages
Will take more traffic out of the town centre than Option C Positive impact upon air quality (town centre) Positive townscape /heritage impact (town centre) Expected to have least impact upon flooding (with mitigation) Sports club facilities in CCA Fields largely unaffected Performs better than Option C over ecology and arboriculture Shortest route Construction cost estimate £10 million	Greatest negative impact upon CCA Fields (land take and segregation) Will require amenity land compensation Greatest impact upon setting of St Andrew's Church and eastern edge of the conservation area Greatest impact upon existing dwellings
Environmental Impact: The environmental impacts of Option A are considered to be similar to those for Option B	





# Cullompton Town Centre Relief Road - Option B

## Option B

### Route Description

This option alignment is entirely within the corridor between Cullompton Town Centre to the west and the rail/motorway corridor to the east. The difference from Option A is that it takes a route closer to the railway /motorway and has a different connection alignment with Duke Street. It reduces segregation of open green space.

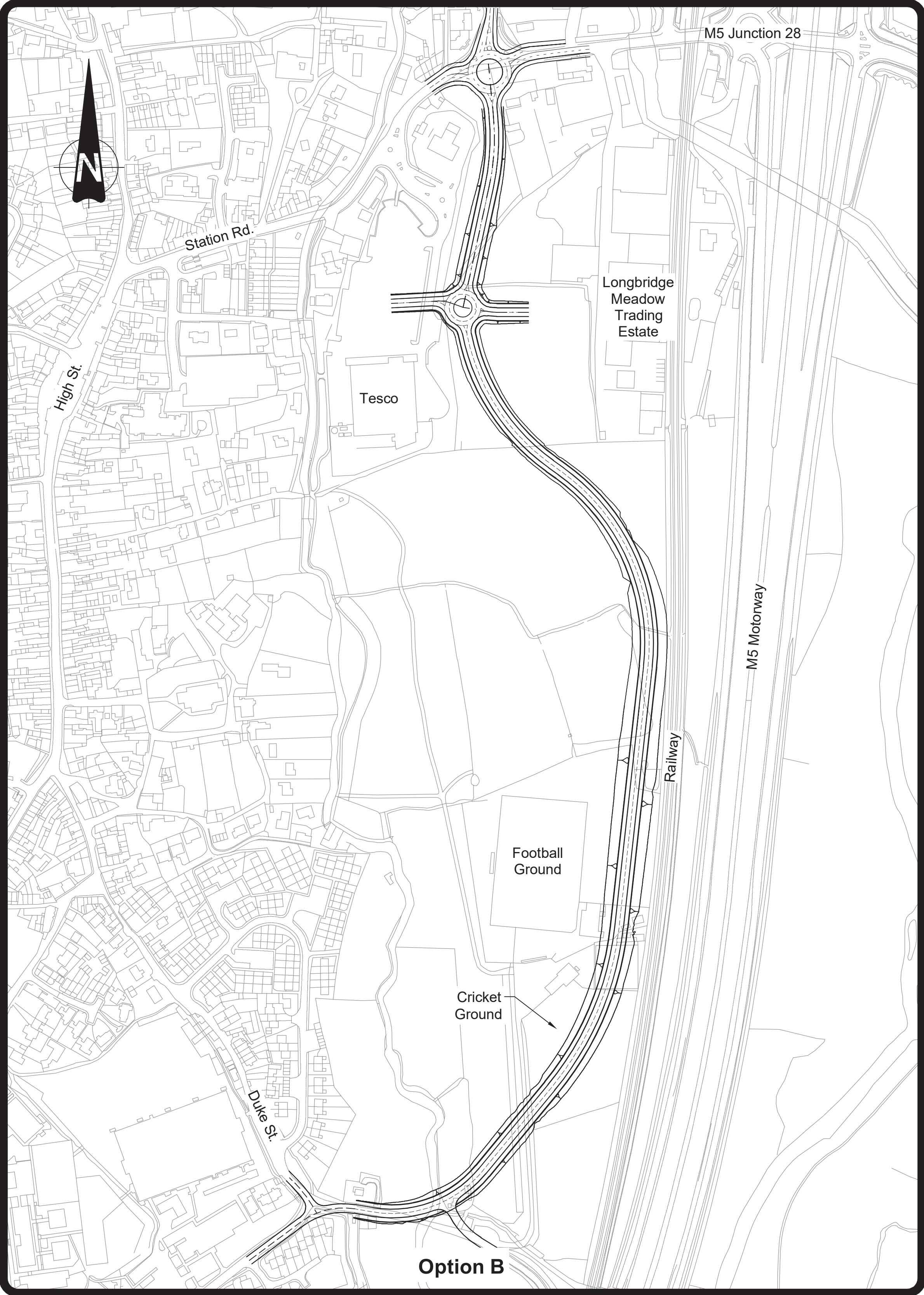
### Route Characteristics

- Option B is approximately 1150m in length, connecting Duke Street with the B3181 Station Road roundabout,
- The proposed relief road would form a new junction with Duke Street. Traffic flow management to prevent Duke Street from becoming the preferred route into the town centre would be considered. This could include making Duke Street a cul-de-sac,
- The Relief Road heads northwest crossing the Mill Leat, bisects the whippet track and cricket field. The Cullompton Bowls Club bowling green and the pavilion are also affected.
- The route stays parallel to the rail line passing to the east of the Cullompton Rangers Football club clubhouse and main pitch, passing through a football training pitch.
- A roundabout to the east of Tesco could be considered to help accessibility to the superstore and the Longbridge Meadow Industrial Estate,
- The existing roundabout on Station Road will be realigned and increased to accommodate the additional traffic and new relief road connection.

### Performance Against Objectives

Option B is generally considered to meet the majority of the established objectives for the scheme. There is still a significant impact to the CAA fields, however splitting of the fields is reduced as the alignment is situated primarily to the eastern extent of the fields.

Comparative advantages	Comparative disadvantages
Will take more traffic out of the town centre than Option C Positive impact upon air quality (town centre) Positive townscape /heritage impact (town centre) Expected to have least impact upon flooding (with mitigation) Performs better than Option C over ecology and arboriculture Construction cost estimate £12 million as longer than Option A	Negative impact upon CCA Fields, but less than Option A Significant impact upon existing sports clubs: cricket and bowling in particular Will require sports relocation Impact upon setting of St Andrews Church and eastern edge of conservation area, but less than Option A Increased flood mitigation/compensation expected to be required.
Environmental Impact: The environmental impacts of Option B are considered to be similar to those for Option A.	





# Cullompton Town Centre Relief Road - Option C

## Option C

### Route Description

This option connects Honiton Road with Duke Street near the junction with Meadow Lane. It follows a longer broadly east- west route and crosses the motorway, railway line and River Culm. It connects to Honiton Road east of existing houses. The route is seeking to minimise impact on the green spaces between Cullompton Town Centre and the rail/motorway.

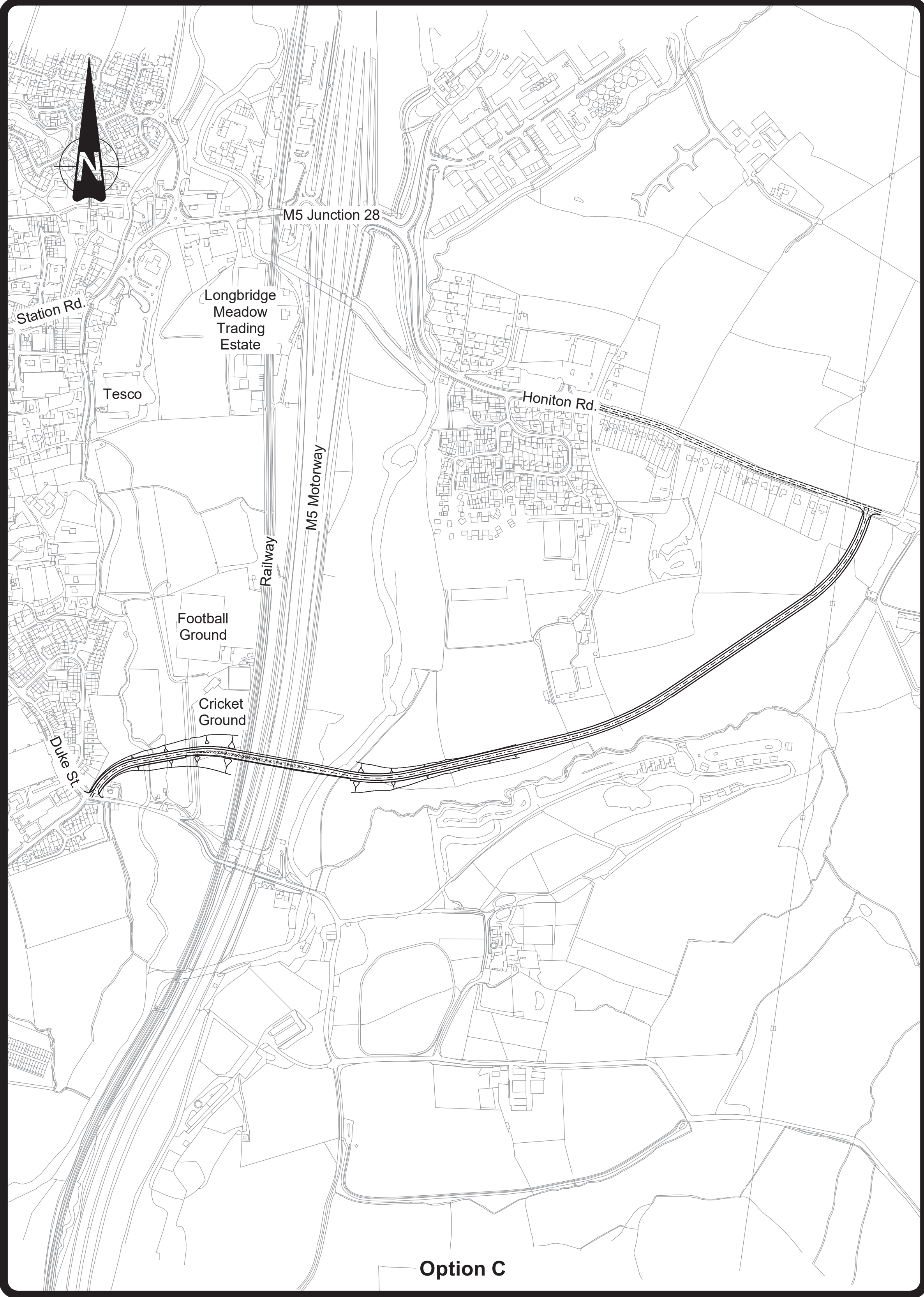
### Route Characteristics

- Option C is approximately 1500m in length, connecting Duke Street with Honiton Road.
- The proposed relief road would form a new junction with Duke Street. Traffic flow management to prevent Duke Street from becoming the preferred route into the town centre would be considered. This could include making Duke Street a cul-de-sac.
- The route alignment would head roughly northeast and cross the Mill Leat watercourse, passing through tree lined hedges either side of a field of grassland pasture.
- The route continues west towards the sport facilities and whippet track, along the boundary of the Cullompton Cricket Club.
- The route rises to bridge the rail line, motorway and the river Culm before returning towards existing ground levels within agricultural land west of the River Culm.
- The route alignment requires a new junction onto Honiton Road (A373) between the property of 28 Honiton Road and the existing bridge over a tributary to the River Culm.

### Performance Against Objectives

Option C is generally considered to meet most of the established objectives for the scheme. Option C removes the lowest proportion of traffic from the town centre. There is an impact upon the CCA fields, but it is limited to the southern portion of the fields. The extent of the infrastructure required for Option C, and the resultant cost, is considered to restrict the viability of early delivery.

Comparative advantages	Comparative disadvantages
Least impact upon CCA Fields	Takes least traffic out of the town centre
Positive impact upon air quality (town centre), but less than Options A or B	Some negative impact upon CCA Fields
Positive townscape /heritage impact (town centre), but less than Options A or B	Greatest impact on trees and ecology
Least impact upon historic environment in proximity to the road	Greatest impact upon flooding requiring more mitigation /compensation works
Least impact on noise and air quality (road)	Construction cost estimate £50 million due to bridge structures
Greatest area of land take but mainly agricultural fields east of the motorway	Cannot be delivered by 2021
<b>Environmental Impact:</b> Option C is expected to be better in terms of air quality, noise and historic environment in the area directly affected by the road than Options A or B but worse in relation to arboriculture and ecology.	
Funding uncertain	





# Cullompton Town Centre Relief Road - Other Options

## Option D

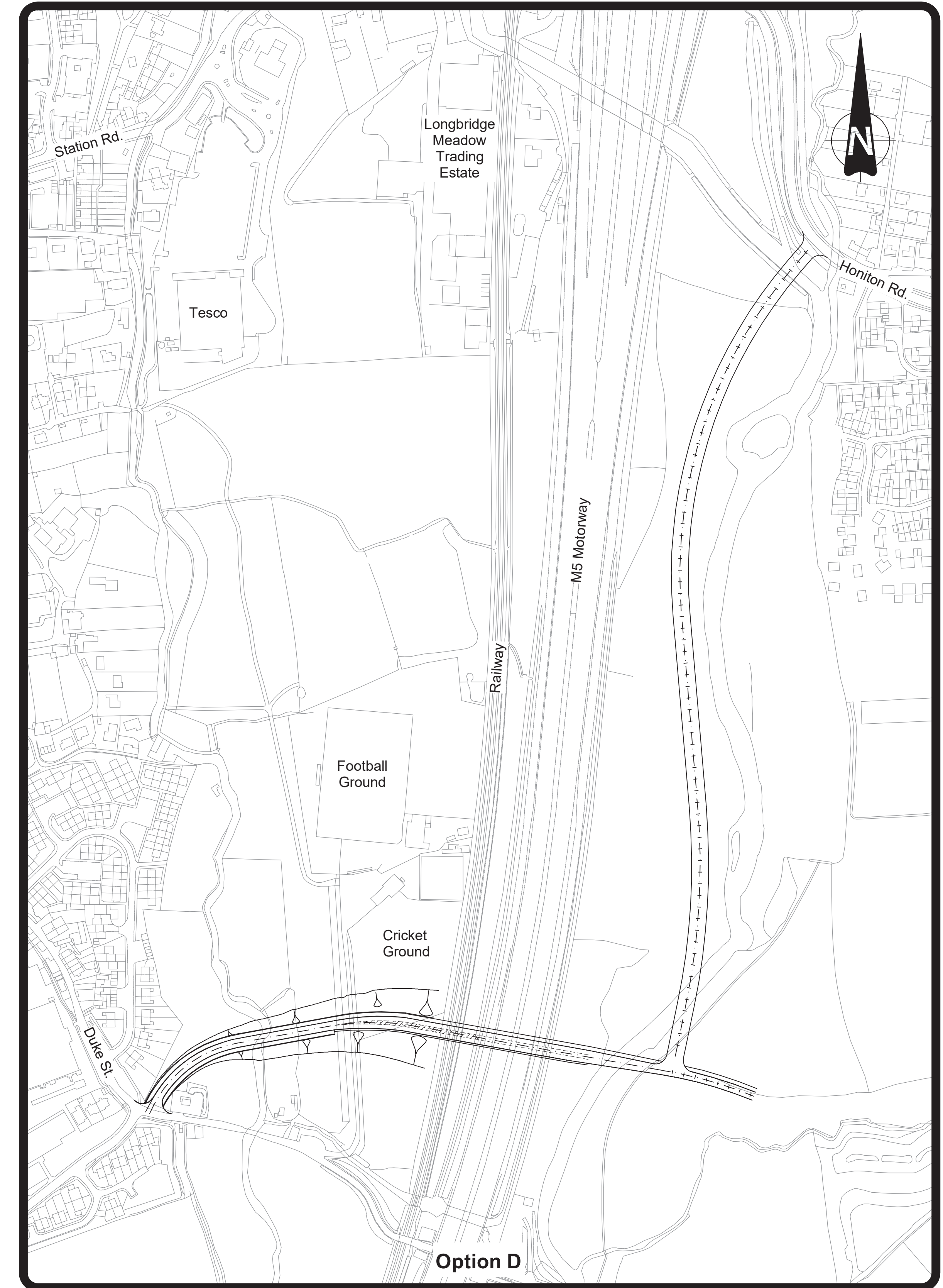
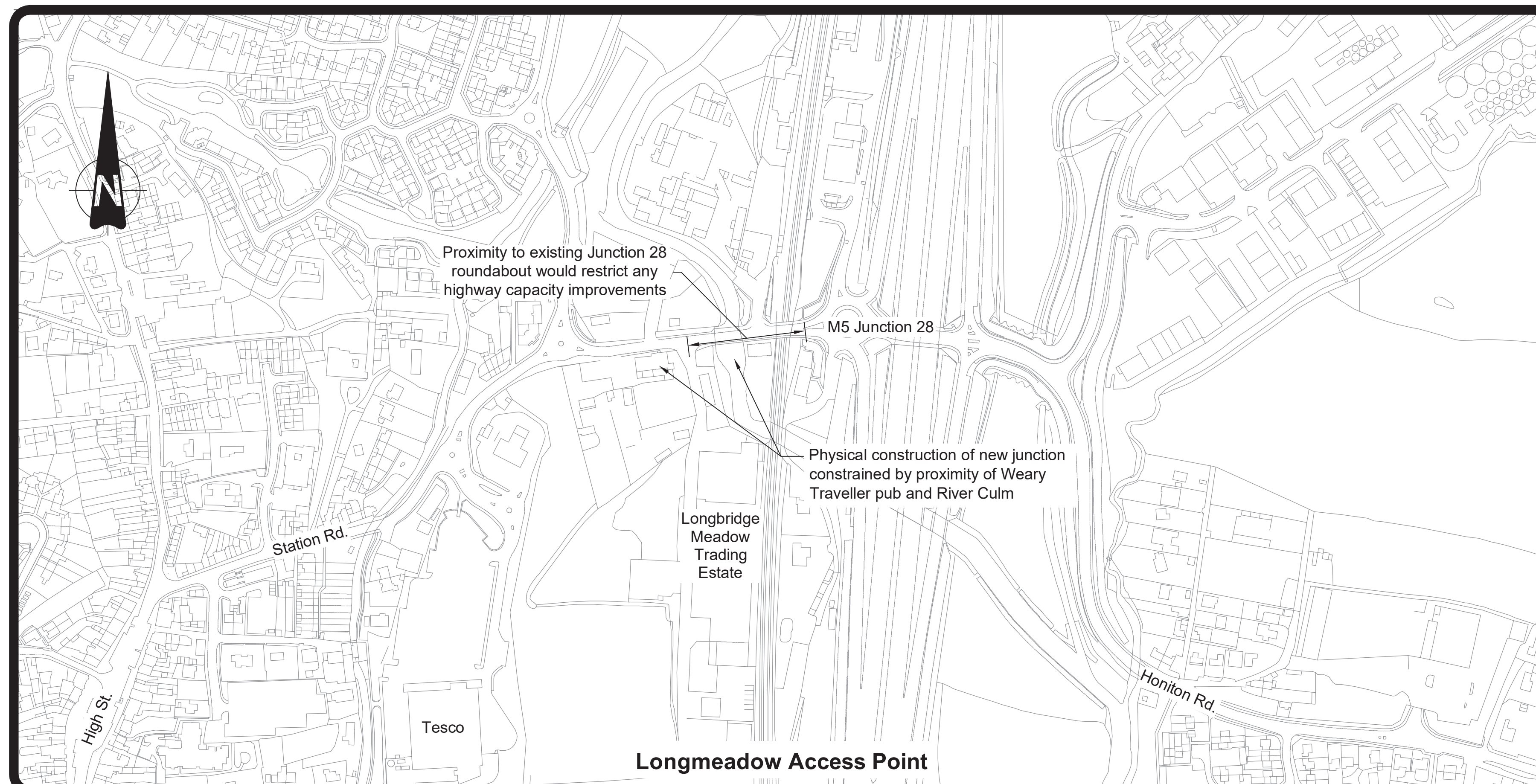
An Option D alignment was prepared in parallel with Options A, B & C. It has the same alignment as Option C west of the rail and motorway corridor, however it takes a direct route north to connect to Honiton Road (A373), west of Stoneyford Bridge.

The preliminary proposed alignment of Option D is shown on the adjacent plan.

The Environment Agency advised that Option 4 would adversely affect the conveyance of flood waters increasing the risk of flooding to the M5, railway and other areas. The route would also involve many watercourse crossings which could require modifications to the river and result in deterioration in the ecological status. Option D is unacceptable to the Environment Agency and therefore has been excluded from further consideration and does not form part of the viable options within this consultation.

## Longmeadow Industrial Estate

Consideration was given to locating the northern section of a route alignment through the Longmeadow Industrial Estate when generating route options. A new highway junction in this location would not be physically viable due to the proximity constraint of the M5 junction 28 roundabout, existing developments and the River Culm. An alignment option in this area has therefore not been included within the options presented.





# Cullompton Town Centre Relief Road - Future Proofing & Next Steps

## Future Proofing

### New Motorway Junction

The town centre relief road is seen as the first phase of wider highway improvements that will necessitate a more major transport improvement to junction 28 of the M5 motorway. This future, more significant improvement is likely to take the form of a new junction and is required to enable planned growth in and around Cullompton including a new community of up to 5,000 new homes to the east (Culm Garden Village). Each relief road option has been tested for compatibility with a potential new motorway junction.

The compatibility of each alignment with a potential new motorway junction is shown in the adjacent plans. Key requirements for compatibility include:

- New junction slip roads for Options B and C in a tight corridor due to the railway and the River Culm
- Duke Street motorway overbridge removal/reconstruction for Options B and C
- Option A can accommodate slip roads easier than B and C due to the area being less constrained
- Only south facing slip roads (northbound off-slip and southbound on-slip) would be provided due to highway safety

### Relief Road Southern Extension

All the option alignments connect to Duke Street, which is prone to flooding in this area; on these occasions the road would need to be closed.

To avoid the flooding and resultant closure, an extension of the relief road further south would be required. This would be above expected flood levels and necessary when it connects with a new motorway junction.

The adjacent drawings indicate potential connection points for a southern extension of the relief road for each Option. This is indicative only at this stage

## Next Steps

Following public consultation, the project team will collate and review the consultation responses along with further technical work. The objective of the review will be to establish a preferred route that provides the best balance of public acceptability, environmental impact, value for money and deliverability.

The project team will identify and recommend a preferred route.

A planning application for the preferred route would be expected to be submitted to MDDC as the Local Planning Authority. Due to both the area of the proposed planning application and environmental sensitivity of the study area, an Environmental Impact Assessment (EIA) will be required. An EIA constitutes a detailed assessment of all the environmental impacts of a scheme, which is undertaken in parallel with the design to minimise impacts and incorporate mitigation measures.

A full detailed flood risk assessment will also be prepared and accompany the application including any flood compensation/defence mitigation measures that may be required.

Following submission of the application, there will also be public consultation on the planning application.

## Making Representations

There are a variety of ways to provide feedback on this route option consultation:

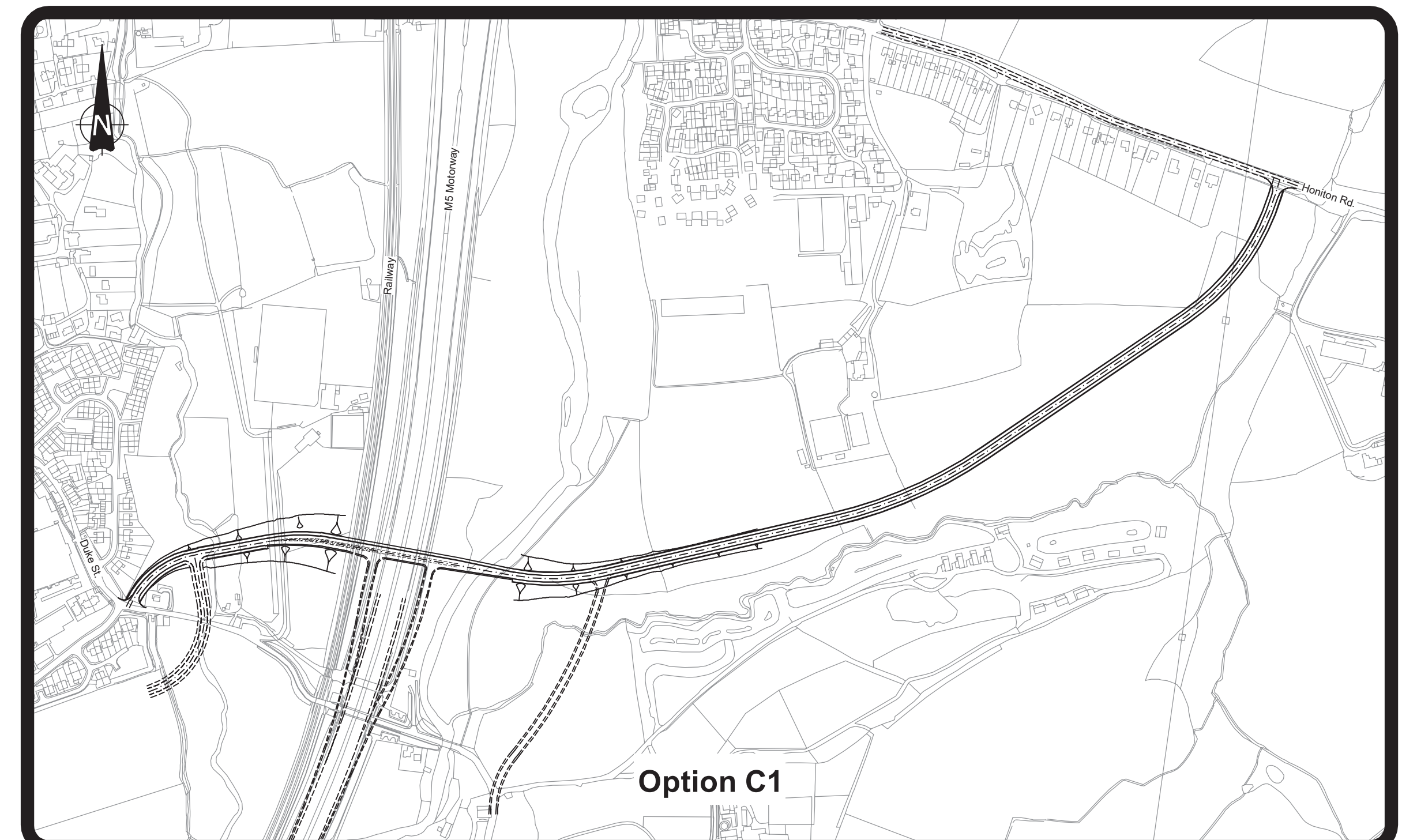
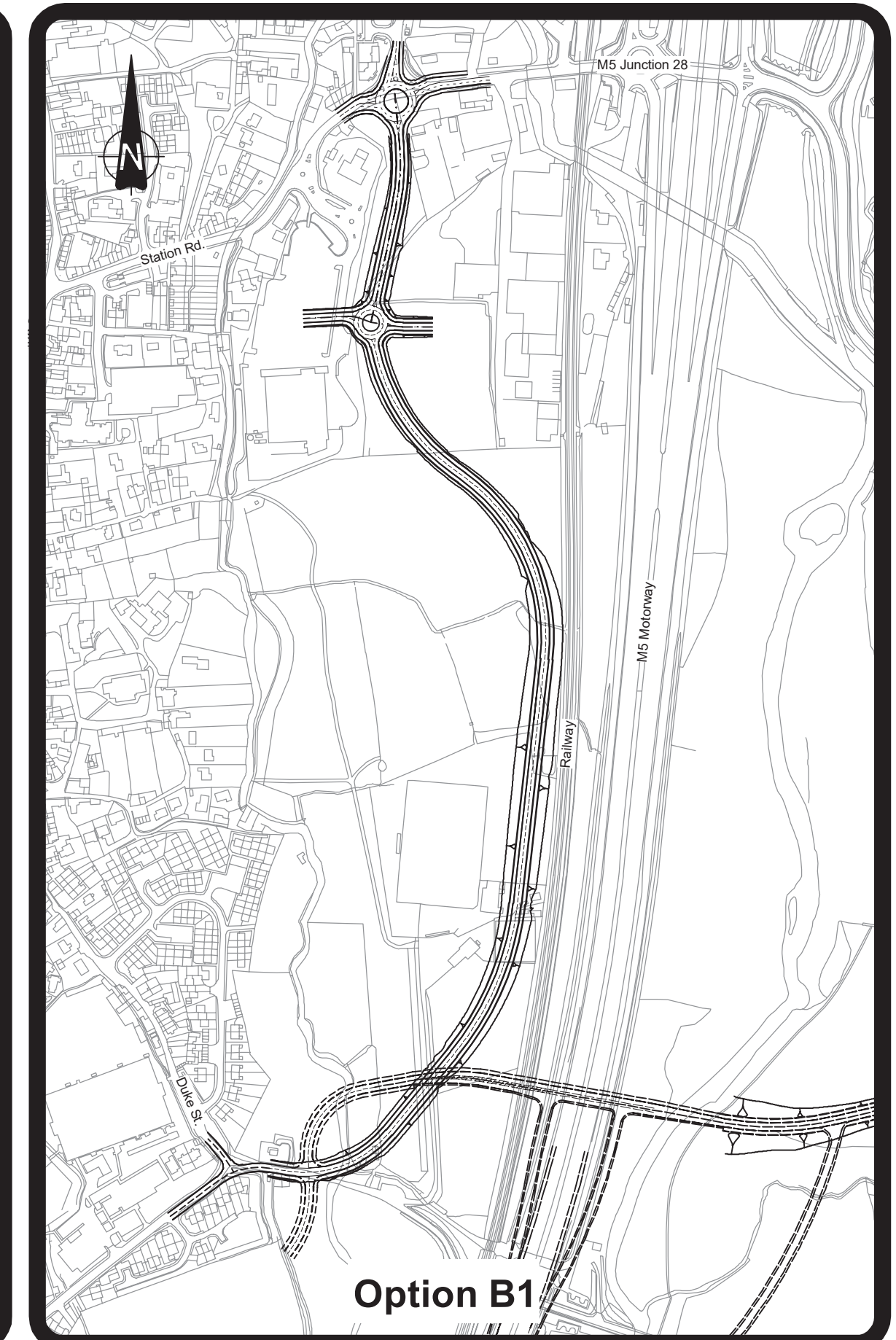
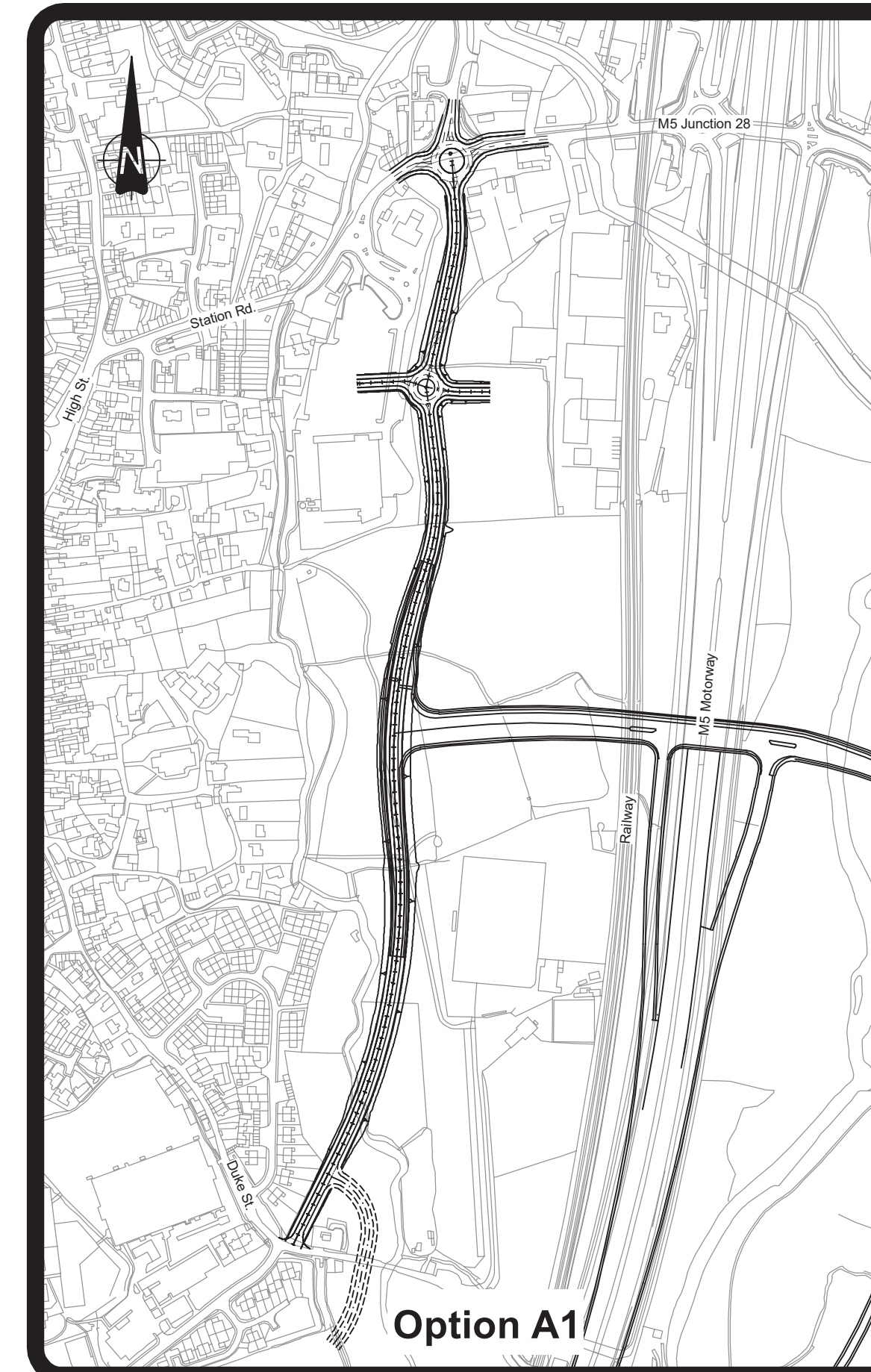
- Complete one of the feedback forms available at the consultation events and either place it in the box provided, scan/photograph the form and email it to [transportplanning@devon.gov.uk](mailto:transportplanning@devon.gov.uk) or post a copy to:

Transport Planning Team, AB2 Lucombe House, County Hall, Topsham Road, Exeter, Devon EX2 4QD

- Complete the online feedback form on the Devon County Council website - <https://new.devon.gov.uk/haveyoursay/consultations/cullompton-town-centre-relief-road/>

If you need more information or a different format please phone 0345 155 1015 or email [transportplanning@devon.gov.uk](mailto:transportplanning@devon.gov.uk)

The six week consultation period runs from 13th September to 25th October 2018.





## Appendix C. Tables of categorised comments from consultation responses

Impact on CCA	354
Most effective	45
Proximity to residential area	27
Cheap	19
Disagree with all options	18
Won't resolve congestion	17
Least impact on sports facilities	7
Air impact	5
Direct	5
Environmental Impact	3
Reduces congestion	3
Wrong location	3
Alternative	2
Noise Impact	2
New motorway junction	2
Preserves sports pitches	1
Increased flood risk	1
Least impact on CCA	1
Expensive	1

**Table 12: Option A categories and counts for each category**

Least impact on CCA	212
Impact on CCA	139
Impact on sport facilities	36
Most effective	29
Won't resolve congestion	19
Disagree with all options	18
Alternative	12
Increased flood risk	10
Reduces noise	5
Proximity to residential area	5
Wrong location	4
Expensive	4
Environmental Impact	3
Improved air quality	3
Reduce air pollution	2
Cheap	2
Not futureproof	2
Direct	1
Congestion at Millennium Way	1
Good location	1
Positive environmental impacts	1
New motorway junction	1
Least worst	1

**Table 13: Option B categories and counts for each category**

Won't resolve congestion	183
Expensive	104
Most effective	71
Least impact on CCA	64
Futureproof	23
Disagree with all options	19
Impact on CCA	16
Environmental impact	9
Wrong location	4
Avoids CCA	4
Proximity to residential area	2
Least impact to residence	2
Congestion at J28	1
Positive environmental impact	1
Least impact on CCA	1
Combination	1
Need Garden Village	1
Least worst	1

**Table 14: Option C categories and counts for each category**

Least impact on CCA	226
Most effective	136
Disagree with all options	21
No preference of options	21
Cheap	16
Futureproof	12
Least worst	7
Impacts CCA	6
Option D	4
Reduces noise	3
Avoids CCA	3
Least impact on sports facilities	3
Environment	2
Won't resolve congestion	2
Reduces air pollution	1
Best location	1
Proposed plan attached	1
Least impact to residence	1
Improved air quality	1
Need relief road	1
Impact on CCA	1
Combination of options	1

**Table 15: Preferred option categories and counts for each category**

Need relief road	109
New motorway junction	75
Restrict High Street access	25
Traffic redistribution	18
Disagree with all options	18
Alternative alignment	11
Impacts on CCA	9
Sustainable options	7
Parking	4
Least impact on CCA	3
Western Relief Road	2
Traffic study results	2
Won't resolve congestion	2
Junction 28 Signals	2
Alternative recreational area	2
Noise impact	2
Market Place residents	1
Improvements to CCA	1
Flood risk on CCA	1
Signals at Station Rd	1
Futureproof	1
Expensive	1
Further detailed study	1
Improve air quality	1
Child safety	1
No additional housing	1

**Table 16: Additional comments categories and counts for each category**