



Capital Development & Waste Management

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28th January 2016

Dear Mrs Clifford

Proposal: Construction of cloverleaf road junction with associated engineering works
Location: Land adjacent to the A361 to the east of Tiverton

Thank you for your letter dated 14th April 2015. Following receipt of the residents' junction design proposal on 24th April we have investigated the suggested layout and also held a meeting with the residents on 21st October presenting DCC's findings.

The residents' design included the following items:

- 1. Maintaining the new westbound on / off-slip road at the lowest elevation for the entire distance along existing properties before rising at 1 in 40 gradient to the new roundabout. This will require the construction of a minimum 4.5m high retaining wall over approximately 400m.
2. Moving the roundabout further west by approximately 70m;
3. Providing a curvature to the south side of the slip road to create more distance between the road and the existing properties;
4. Reducing the height of the bund and acoustic fence appropriately.

DCC's findings are as follows:

- 1. Constructing a retaining wall is estimated to cost around £1.6M. It will also lead to future maintenance liabilities. At the time of the residents meeting the terms of the S106 agreement had not been finalised and it was agreed that DCC would approach the developer regarding the alternative wall design. The S106 terms are close to being agreed and the retaining wall would now have to be funded by DCC which is outside the scheme budget.
2. Moving the roundabout further west would locate it outside the planning boundary and a new planning application would be required. Additionally the area for employment land would be reduced which may affect the LEP funding bid. The bridge span would also be lengthened and the skew increased creating design and construction challenges. It was

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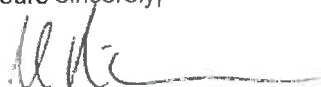


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agreed that lowering the slip road would only be beneficial if the roundabout could be located further west. It was also agreed that the residents would meet the landowner to discuss the possibility of moving the roundabout further west.

3. Introducing a curvature on the slip road to move the road further away from the residential properties is not possible due to design standards. It was agreed that no further action was required.
4. Reducing the height of the bund and acoustic fence would only be possible for part of the slip road, as the slip road still needs to rise to meet the level of the roundabout. Acoustic modelling is ongoing and the results will be discussed with the residents at a future meeting. In the meantime the approved junction design will be progressed to meet programme deadlines.

Yours sincerely,



Robert Richards  
Chief Engineer (Highways)