

**From:** [Daly Chris](#)  
**To:** [A30 Chiverton to Carland Cross](#)  
**Cc:** [Clayton Rick](#); [Curnow Ben](#); [Davis Vanessa \(LEGAL\)](#)  
**Subject:** Local Impact Report from Cornwall Council  
**Date:** 19 February 2019 20:59:36  
**Attachments:** [A30 LIR FINAL.docx](#)  
[Appendix A to LIR.pdf](#)

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Dear Sirs

**RE: Application by Highways England for an Order Granting Development Consent for the A30 Chiverton to Carland Cross scheme**  
**Your Ref: TR010026**

Please find enclosed the Council's Local Impact Report and accompanying Appendix in respect of the above application.

Yours faithfully

**Chris Daly | Group Leader – Development Management**  
**Cornwall Council | Planning and Sustainable Development Service**

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# **Proposed A30 Chiverton to Carland Cross Development Consent Order**

## **PINS Reference TR010026**

### **Local Impact Report on behalf of Cornwall Council**

1. Introduction & Terms of Reference
  - 1.1 This is a Local Impact Report (LIR) that has been prepared by Cornwall Council (CC) "the Council" to the Planning Inspectorate (PINS) regarding Highways England's application for a Development Consent Order (DCO) in relation to the Proposed A30 Chiverton to Carland Cross road scheme.
  - 1.2 The Council is an "interested party" under the Planning Act 2008 with respect to the project and is the local planning authority in relation to the proposed works. Additionally, the Council has a number of other statutory responsibilities concerning housing and environmental health, and discretionary powers regarding well-being, although for the purposes of this LIR the Council's comments are restricted to considering land use issues arising from the scheme. The Council understands Highways England will be the discharging authority for any conditions that may be imposed on the DCO although the Council understands it will become the Enforcement Authority for the scheme.
  - 1.3 The Council has considered the purpose of LIRs as set out in Section 60(3) of the Planning Act 2008 (as amended), DCLG's Guidance for the examination of applications for development consent and PINS Advice Note One, Local Impact Reports, in preparing this LIR. Therefore, this document sets out an analysis of the likely impacts of the proposed development on the Council's administrative area. The Council is aware of PINS advice that local authorities should cover any topics they consider relevant to the impact of the proposed development and which should be used to fully and robustly report their existing local knowledge and evidence on local issues. The Council is aware that the LIR should draw on existing local knowledge and experience. Additionally, as recommended by guidance, this LIR includes a statement of positive, neutral and negative local impacts however does not contain a balancing exercise between positives and negatives. That said it is noteworthy that arising from extensive pre application consultation and consultation on the DCO relatively few impacts have arisen which the Council considers ought to be subject to examination.

## 2. Site Description and Surroundings

- 2.1 Within the administrative boundary of the Council and adjacent to the Order limits the land comprises predominantly rural land in agricultural use, with occasional former mining land and associated historical land uses towards the eastern end of the route near Newlyn Downs and Carland Cross. The area is relatively dispersed from a residential perspective and in the immediate vicinity lie a number of scattered farmsteads, some of which provide tourist related businesses and commercial/office facilities. In particular the Council is aware that within the vicinity of the site lie commercial farm businesses that would be affected by the proposed development e.g. Nancarrow Farm. The larger village of Zelah and smaller hamlets of Marazanvose and Penny-come-quick are within the vicinity. A defining feature of the landscape around the existing A30 are several renewable energy developments with several wind farms, individual wind turbines and large scale solar farms in the immediate vicinity and in places very noticeable.
- 2.2 The existing A30 provides a strategic east west link across Cornwall. Other major highway routes within and around the Order limits include the A3058 which is the main route from the west to Newquay and Perranporth. At either end of the proposed route lie the roundabout junctions of Chiverton Cross which provides a strategic link to west Truro via the A390 and Carland Cross which provides a strategic link to east Truro via the A39.
- 2.3 In terms of key land use environmental designations there are several located adjacent or within the vicinity of the proposed Order limits. The Council agrees with the applicant's identification of those designations and while it is not necessary to list them all the following main designations are listed below:
- The Newlyn Downs Special Area of Conservation (SAC) coinciding with the Newlyn Downs Site of Special Scientific Interest (SSSI) is located north-west of Carland Cross;
  - The Carrick Heaths SSSI relate to a group of SSSIs variously located to the north and south of the A30 around Callestick and Nanteague Farm area and to the south of Chiverton Cross and to the south east of Carland Cross;
  - The Ventongimps Moor SSSI located further to the north of Callestick;
  - The Callestick Vean, Polvenna Wood and Silverwell Moor County Wildlife Trust (CWT) sites located to the north of the A30, and Trenerry Wood and Allet Bog CWT sites located to the south of the A30, and Carland Moor CWT site located to the south east of Carland Cross;
  - Tree Preservation Order Area located immediately south of the existing A30 and west of Garvinack Solar Farm.

2.4 In terms of the historic environment, there are numerous heritage and non-heritage assets within the immediate vicinity and further afield; these are detailed within the Environmental Statement. In addition, the 'Gwennap Mining District' section of the Cornwall and West Devon World Heritage Site (WHS) lies immediately to the south west of the existing Chiverton Cross roundabout, and further afield the 'St Agnes Mining District' section of the WHS lies approximately 3.5km to the north-west. The WHS includes heritage assets which are also protected under other designations including a number of listed buildings and scheduled monuments.

2.6 The St Agnes section of the Cornwall Area of Outstanding Natural Beauty (AONB) lies approximately 5km from the boundary of the Order limits.

### 3. Summary of the Proposed Development

3.1 Highways England has submitted an application to the Secretary of State for a DCO for the A30 Chiverton to Carland Cross project proposing a new section of dual carriageway between the Chiverton Cross and Carland Cross roundabouts, essentially providing a dual carriageway road that would provide a continuous dual carriageway from Camborne to Exeter.

3.2 The proposed development consists of the following key features/principal components:

- The construction of 14km (8.7 miles) of a new offline dual carriageway between Chiverton Cross roundabout and Carland Cross junction on the A30;
- The replacement of the existing Chiverton Cross and Carland Cross roundabouts with new grade separated junctions to provide connections to the local highway network (and removal of Chiverton Cross roundabout);
- A 'Multi-species green bridge' over the dual carriageway and existing A30, with walker, cyclist and horse-rider access (the 'Marazan Green Bridge');
- A bridge over the dual carriageway for farm access as well as for walker, cyclist and horse rider access and multispecies crossing (the Tolgroggan Farm bridge');
- A new walker, cyclist and horse-rider underpass to maintain links between the B3277 and A390 (the 'Chiverton Underpass');
- A new junction on two levels taking the B3284 over the dual carriageway, with west facing slip roads connecting to the new dual carriageway. To include walker, cyclist and horse rider and multi-species crossing (Chybucca Junction);

- A new underbridge to maintain local connectivity including walker, cyclist and horse-rider and multispecies crossing (Tresawsen - Allet Road).

#### 4. Pre-application process

4.1. The Council has engaged positively with Highways England throughout the development of the project. The Council has fully engaged with previous consultation as part of the formal consultation process and has been involved in meetings with Highways England to discuss and agree the Statement of Common Ground and narrow down a list of outstanding matters. Highways England has made positive efforts throughout the process to endeavour to address any concerns raised by the Council which has greatly assisted with reducing the residual impacts that would need to be addressed in order to make the proposal acceptable in planning terms.

4.2 Where there are any issues that are still outstanding, they have been identified in the Council's Written Representations.

#### 5 Planning Policy considerations

5.1 At the national level the following planning policy documents have been considered by the Council for the purposes of this LIR:

- The National Planning Policy Framework (NPPF) July 2018
- National Planning Practice Guide

5.2 At the local level the Development Plan comprises the following documents which have been considered by the Council in this LIR:

- Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)
- Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016)

5.3 A number of other planning documents have been considered and to avoid repetition these have been summarised within the Planning Statement that accompanies the ES (although it should be noted the Minerals Safeguarding Document has now been adopted by the Council).

5.4 The Council is aware that for the purposes of the DCO process the National Policy Statement for National Networks (NPSNN) is relevant, and it understands the NPSNN and NPPF are consistent with each other insofar as this DCO application is concerned.

## 6 Statement of Common Ground

6.1 The extent of agreement reached between the Council and Highways England on the impacts of the proposed development is set out in the SoCG submitted on the same day as this LIR. In this LIR, the Council has sought to constructively identify where further information and proposals are needed, to ensure that the adverse local impacts of the road scheme project are adequately mitigated. The Council will continue to actively engage with Highways England prior to and during the examination process.

## 7 Assessment of Cumulative Effects of Other Projects

7.1 The Council has discussed and agreed with Highways England a list of major projects in the vicinity of the road improvement project. The cumulative impact of the road scheme and other projects has been assessed by Highways England in the Environmental Statement (ES).

7.2 In the intervening time between the Council providing information to Highways England on major applications within 5km of the scheme and the ES being submitted to PINS the following further major planning applications have been approved planning permission by the Council:

PA18/01865

Temporary change of use of land use to campsite for 'Tunes in the Dunes' festival on 8 June to 10 June, to include preparation and clearance of site from 4 June to 15 June 2018.

PA17/11631

Retrospective Planning Application for the retention of the building for the proposed use as an agricultural dealership to include workshops, storage, a display area, office space and a conference facility

PA18/02740

Change of use of land for the siting of 41 no. caravans/lodges, the conversion and extension of existing maintenance building to spa facility with outdoor hydro pool, erection of gym and treatment pods, new maintenance building, re-grading of land, provision of amenity and

recreation areas, internal road layout and associated landscaping.  
(Resubmission of PA16/07269)

- 7.3 The following major applications were since submitted to the Council and remain to be determined at the time the DCO application was submitted:

PA18/07626

The proposed erection of 13 dwellings, comprising of 10 open market dwellings and 3 affordable dwellings, the formation of a new vehicular access, the provision of an internal access road and the installation of a sewage treatment plant

## 8. The Likely Environmental Effects of the Proposed Development

- 8.1 The Council has been consulted on the scope of the Environmental Statement (ES) and has taken advice from its internal consultees as part of the preparation of this LIR. The following comments are respectfully requested to be taken into account by the Examining Authority.

- 8.2 In general the Council is satisfied with the level of information contained within the ES and the issues and impacts have been satisfactorily addressed and proposed mitigation to be adequate in respect of the following:

- World Heritage Site
- Biodiversity
- Noise and Vibration
- Air Quality
- Contaminated land
- Geology, Soils and agricultural land
- Socio-economic impacts

- 8.3 Requests for further information and/or clarification have been raised in the following subject areas:

- Landscape and Visual Impacts
- Historic Environment including Archaeology
- Access and Highway Considerations
- Public Rights of Way
- Surface Water Drainage
- Cumulative Effects
- Minerals Safeguarding Issues

- 8.4 Reference is made to the ES where appropriate to support the Council's position. It is respectfully pointed out that many of the information requests relating to the above subject areas will be capable of being

addressed relatively straightforwardly through the provision of further information and, where necessary, a planning condition. The Council looks forward to progressing these matters with the applicant.

9. Landscape and Visual Impacts

9.1 The Council wishes to make the following comments in respect of landscape and visual impacts:

9.2 In terms of Chapter 7 of the ES at para 7.3.13 it is requested that reference is made to the Cornwall Planning for Biodiversity Guide October 2018 which supersedes the document referenced in the text. At para 7.7.37 Table 7-5 it is questioned whether all Cornish hedges would be closely flailed and that some will 'close grow' due to the elevated exposed local topography. At tables 7-2 to 7-5 further explanation is requested to clarify how the value ratings have been created by the applicant, and whether or not they are taken from the Landscape Character Assessment. Please provide the criteria as to how the value ratings have been reached.

9.3 At para 7.7.90 it is questioned whether the attention of most of the road users will be 'absorbed in navigating the roads'. This statement does not allow for passengers in the vehicles and for the A30 and other roads to be used by tourists and visitors to the area who may have a greater interest in the landscape than those on their daily commute.

9.4 In terms of the submitted visualisations the following comments are made:

9.5 VP4 – at 1 and 15 years. It is queried if vehicles would be able to be seen from here. Please could they be superimposed onto these scheme completion photos.

9.6 VP6 – winter view at year 15 – would the Cornish hedge in the right of the picture not be planted with trees and shrubs, therefore these would have grown on in this image? Please be advised for clarification that Figure 7.6 Environmental Masterplan 6 appears to show this boundary as a native species hedge (LE4.3) and not a Cornish hedge.

9.7 VP12 – winter view year 1 – the Council questions whether close board fencing is appropriate to the southern side of the road. A planted Cornish hedge would be more appropriate in terms of character and visual impact. For reference this boundary treatment is also shown in VP13 winter year 1, and VP15 winter view year 1.

9.8 VP16 – winter view year 1 and year 15, the Council notes that it is usual in Cornwall to have some form of boundary treatment to a road, usually in rural areas a Cornish hedge or post and rail fence.



- 9.9 VP24 – Would earth mounding as a minimum be beneficial along the edge of the new road if the Historic Environment do not want Cornish hedges? The Council had asked for the hedges to be moved to the tops of the banks in its comments of 23 July 2018, emailed to Ben Oakman (BO). It does not appear this has happened. The Council had also requested further tree planting between the two roads which would decrease as you moved nearer to the heathland landscape character type around Carland Cross.
- 9.10 VP27 – winter view year 1 – please be advised that the Council does not consider this is how a year one heathland would look, it would not be lush and green like this. It is more likely to be bare earth with some gorse and small tufts of heather.
- 9.11 VP27 – winter view year 15 – the Council considers that unless there is intensive management, the year 15 view would have gorse bushes within the heather so it would not all be ground cover plants.
- 9.12 VP27 – winter view year 1 and 15 – the Council considers that a Cornish hedge with grass top would be preferable to a post and rail fence.
- 9.13 VP30 – drawing Figure 7.6 Environmental Masterplan 2 of 20 shows a Cornish hedge which would be planted (LE 4.8). Therefore the 15 year winter view should not then show a flat topped hedge, as vegetation would obscure this. Figure 7.6 Environmental Masterplan 2 of 20 also shows woodland edge scrub to the slope below the hedge, so after 15 years the hedge would more than likely be completely obscured from this view
- 9.14 In terms of the Environmental Masterplans the following comments are made:
- 9.15 Plan 1 - the Council requests that vegetation on the 'old' roundabouts be retained so far as practicable in terms of providing landscape benefits but also in providing an interpretative 'link' in understanding the previous road layout. For areas where vegetation is proposed to be lost the relevant areas should be shown as an extension of the proposed native deciduous woodland with a woodland edge scrub.
- 9.16 Plan 2 - the Council notes that tree planting has been removed from the areas between roads to the south east of the multi species crossing. Deciduous native planting is requested here.
- 9.17 Plan 3 - the Council considers that post and rail fences on the top of elevated banks are not encouraged and would give rise to a landscape and visual impact and should be replaced with a suitable alternative.

## 10. Historic Environment including Archaeology

10.1 The Council has no objection on this issue subject to the imposition of planning conditions on any DCO in respect of the following:

- That a standard archaeological recording Condition be imposed along the easement of the new A30, in accordance with the evidence provided in the ES and assessments; and
- That a Method Statement be provided describing the removal and reinstatement of milestones on the old A30 alignment where necessary, also in accordance with the evidence provided in the ES.

## 11. Access and Highway considerations

11.1 The Council's access and highway considerations are detailed and can be found in full at Appendix A to this Report.

## 12. Public Rights of Way

12.1 The Council raises the following comments relating to the connectivity of the rights of way network which the Council would like to improve where possible:

- Sheet 1-ref. Z11- Consider whether there could there be an additional length of path to join BOAT 309/25/7 on the north side of the bypass to increase connectivity;
- Sheet 2-ref. Z (PR5)- Could this be upgraded to bridleway status and not footpath;
- Sheet 5-ref. JJ(PR10)- Could private means of access (16) be changed to Public Bridleway and linked to JJ along south side of bypass to give a connection to the east from the underbridge;
- Sheet 5- ref. LL (U6083) – support provision of the new right of way but there appears to be a historical gap in highway rights of the unclassified lane U6083 where it crosses the existing A30 – could the footpath extend over the existing A30 to provide continuous link.

## 13. Surface Water Drainage

13.1 The Council as Lead Local Flood Authority (LLFA) notes at Section 13.6.3 of the Flood Risk Assessment that a minimum allowance of 40% must be applied across all sites and as confirmed in the following Section 13.6.4.

13.2 Works within or affecting ordinary watercourses e.g. culverting or diverting or watercourses will require separate consent from the LLFA

prior to such works being undertaken. The LLFA will require a comprehensive list of the proposed locations of works, details including layouts, sections and supporting calculations. These details shall be agreed before the submission of any applications for consent and before works commence.

- 13.3 Where it is proposed to discharge flows from surface water features to watercourses which eventually flow into a Critical Drainage Area (CDA), consideration must be given to the requirements of the receiving CDA e.g. flow rate, significances and this must be considered in the drainage feature design.
- 13.4 Infiltration should be used where comprehensive test results have proved it to be feasible to do. The LLFA will require further testing of proposed infiltration sites and the results of these tests must be provided to support the details design. The results of continuous groundwater level testing must also be provided.
- 13.5 The principles set out in FRA Table 13-5 Drainage design approach for different event return periods, Section 13.7.8. and Table 13-6 Greenfield runoff rates for different return periods are acceptable.
- 13.6 The LLFA requires a plan indicating the phasing of works and programme.
- 13.7 Construction phase surface water management arrangements including a management plan and schedule must be agreed with LLFA prior to the commitment of works.
- 13.8 Forebays or similar must be provided at the inlet of all ponds for water quality and maintenance purposes.
- 13.9 Drainage design must consider exceedance flows and overtopping. Measures must be included in the drainage design to manage such occurrences to ensure that no flooding occurs to property or the highway.
- 13.10 The LLFA prefers that planting is used in preference to fencing unless, fencing is provided to address specific highway safety concerns.
- 13.11 A comprehensive maintenance plan for each proposed drainage structures (including flow controls) must be developed. This must include a list and schedule of maintenance and confirm which authority is responsible for the maintenance of which drainage element. The maintenance arrangements must be agreed with the Highways Authority and the LLFA prior to the construction of such drainage features.
- 13.12 Finally the Council as LLFA is unable to provide further comprehensive comments until the detailed design is provided but it is considered that matters relating to the design can be dealt with by suitably worded conditions.

## 14. Minerals Safeguarding Issues

14.1 As a general introductory statement the Council advises that the Minerals Safeguarding DPD was adopted by the Council on 4th December following an independent examination. It is understood that the Environmental Statement and Planning Statement were prepared prior to the adoption of the DPD. The following comments are made in respect of Chapter 10: Materials, of the Environmental Statement.

14.2 It is noted that the information in Chapter 10 is largely taken from evidence published to support the adopted Cornwall Local Plan; however there are a number of statements that require clarification. Paragraph 10.6.15 refers to a lack of long-term availability of china clay; this is not actually accurate; Cornwall has a sufficient permitted supply of china clay, based on current production levels which would see production maintained for 60 years. However, it is recognised that there is a lack of high specification aggregates in Cornwall.

14.3 With reference to data on arisings of construction, demolition & excavation waste, this is not widely available and a survey was undertaken nationally in 2008 (published in 2010), this survey identified totals for the SW and therefore Cornwall Council developed a methodology for apportioning the data to a local level. This needs to be clearly set out in paragraph 10.6.21 and 10.6.22, as currently the wording is not clear.

14.4 Paragraph 10.11.8 makes reference to china clay and it is assumed that this should be secondary aggregates resulting from china clay production. These would be sourced from the china clay waste processors rather than the china clay industry directly. The data set out in paragraph 10.11.9 should refer to a national china clay production rate of circa 1million tonnes; due to commercial confidentiality we are unable to report a production figure for Cornwall.

## 15. Scheme Benefits

15.1 In policy terms the Council recognises that national planning policy encourages investment in infrastructure that will result in economic growth and improve quality of life. The Scheme would be in accordance with the main policy objectives of the National Planning Policy Framework that contribute to achieving sustainable development.

15.2 Local transport policy seeks to enhance connectivity within Cornwall and has specifically identified the Scheme as one of the projects that will

achieve this. The Scheme therefore accords with the Cornwall Council Local Transport Plan: 2030 strategy policies.

- 15.3 The improvement of the A30 between Chiverton Cross and Carland Cross roundabouts to dual carriageway standards is identified in the Cornwall Local Plan (with LEP strategies) as a key infrastructure improvement on the basis that all environmental issues are considered and suitably mitigated.
- 15.4 The Implementation of the scheme will solve many of the problems caused by the current single track carriageway (the only such issue between Camborne and Exeter following the Temple to Higher Carblake improvements). The current problems associated with the Scheme location, such as delay, route resilience, poor road safety and congestion, not only result in short term difficulties for motorists but also constrain economic growth in the long term by making Cornwall less attractive for businesses and tourists. The Scheme will play a vital role in the future prosperity of Cornwall, encouraging economic growth, aiding regeneration and business expansion, and supporting tourism. Economic growth and prosperity is part of the Government's vision for delivering sustainable development as set out in the NPPF and the Scheme will contribute to achieving this. The Scheme will help realise the full benefits of other key development and regeneration projects across Cornwall by providing better accessibility in accordance with local planning policy objectives.
- 15.5 The Scheme location currently causes significant delays and congestion, particularly during the summer months when tourism forms an important part of the Cornish economy. The Scheme will provide transport benefits due to reduction in congestion and delays making Cornwall a more attractive place to visit and reducing driver stress. It is noted that the scheme has been found to comprise 'very high value for money'.
- 15.6 The Scheme will significantly reduce congestion and journey times by up to 40 – 50% (given current traffic data) that currently occurs every weekend from May to October and at other times. However delays have been known to stretch much longer than that; in particular, whenever an incident has occurred on the section, causing road users to seek alternative routes in particular through Truro. This will encourage people who would normally avoid using the route to travel along it; further, it may perhaps encourage people who have been dissuaded from visiting Cornwall altogether.
- 15.7 The Scheme will also enhance economic growth and provide wider economic benefits and it is noted that it has the potential to support 420 net additional jobs and £102 million net additional discounted gross value added (GVA) cumulative over 30 years to the Cornish economy by

generating more employment, reducing business costs and improving productivity.

- 15.8 It is noted that the Chiverton to Chybucca section of the existing A30 currently suffers from nearly twice the national average number of personal injury traffic accidents due the layout of existing junctions and private accesses. The Scheme is forecast to reduce the number of accidents by an anticipated 772 during the 60 year appraisal period.
- 15.9 The Scheme will improve quality of life for those that live close to the route. It will result in improved air quality as particulates will no longer build up as a result of congestion. Noise will be reduced for most residents through the introduction of low noise surfacing. It will also reduce the amount of traffic that leaves the A30 during peak times in order to find alternative routes through an unsuitable local road network.
- 15.10 The Scheme will reduce congestion, increase road safety and improve the resilience and reliability of the A30 route. This will bring important economic benefits to Cornwall. These include support for the key tourism economy which must compete effectively with other UK destinations in terms of both real and perceived accessibility, and improving the movement of goods and reliability of services both in and out of Cornwall. These economic benefits outweigh the relatively modest cost of the improvements proposed and are recognised through cross-party support from local politicians, and the Cornwall business sector.
- 15.11 The Council recognises the majority of residents making representation are in favour of the Scheme, as they are also significantly affected by reduced accessibility across the route, delays and congestion, as well as the resulting noise and air quality impacts this causes.

## 16. Conclusion

- 16.1 The Council recognises the demonstrable benefits the scheme would bring to Cornwall and the wider sub region. The Council is also mindful of the adverse impacts arising, although within the context of the overall scheme these impacts are considered to be limited albeit highly relevant to those affected. The Council will continue to engage positively with Highways England and the Examining Authority and stakeholders as the examination process continues.

Chris Daly on behalf of the Local Planning Authority

19<sup>th</sup> February 2019

Enc.

Appendix A

Cornwall Council

# Appendix A

# Highways and Transport

Local Impact Report

Prepared by: Rick Clayton, Major Transport Scheme Lead, Cornwall Council  
19 February 2019



# Local Impact Report - A30 Carland to Chiverton

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## Highways and Transport

### A1. Cornwall Council Policies

- A1. 1. The Cornwall Council policies relevant to the Highways and Transport aspects of the scheme are
- Adopted Cornwall Local Plan Strategic Policies (2016), in particular policies 27 (transport and accessibility) and 28 (infrastructure)
  - The Local Transport Plan - Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)

### A2. Key Local Issues and adequacy of application/DCO

- A2. 1. As outlined earlier in this report the A30 Carland Chiverton improvement scheme would significantly improve journey times, road safety and route resilience on this 14km length section of the Strategic Road Network (SRN), improving connectivity between West and Central Cornwall to the trunk road network to M5 Exeter and beyond.
- A2. 2. Cornwall Council has worked closely with Highways England on developing the scheme since 2015 when the Council held public engagement events to gauge support and seek feedback on the need for improvements to the existing A30. This showed overwhelming support for an improvement to this section of the A30, both locally and from across Cornwall.
- A2. 3. Through its ongoing engagement with Highways England the Council has had the opportunity to help shape the scheme and ensure local issues have been considered in the scheme development. These issues and how they are addressed in the DCO are summarised in the commentary below:

#### *Connectivity of SRN with local road network*

- A2. 4. The new dual carriageway section provides a strategic improvement on Cornwall's key highway corridor. The provision of grade separated junctions at Chiverton, Chybucca and Carland cross will improve strategic connectivity with the principal County Highway network serving Truro and links across central Cornwall.
- A2. 5. Retaining the existing 'old' A30 as a parallel route will maintain connectivity to settlements and direct access to properties for local traffic.
- A2. 6. The design and location of the Chiverton junction has evolved through the course of scheme development into a large gyratory junction linking the A390 to Truro, with the A3075 from Newquay and the B3277 to St Agnes to the A30. This is the most important junction for the whole scheme linking the trunk road to key A390 corridor which serves Royal Cornwall Hospital, Truro College and major employment sites along its length. The Council is satisfied that the design meets the necessary criteria, and is future proofed to deal with predicted traffic demand. This includes provision of ducting should it become necessary to introduce partial signalisation on some of the arms to meet future peak demand.
- A2. 7. The grade separated junction at Chybucca will provide partial movements with west facing slip roads off the A30, creating a junction with the B3284 linking to settlements to the north at Perranporth and surrounding area. The west facing slips will provide an attractive alternative route into Truro passing through Shortlanesend. This issue is explored further below. There has been much discussion on provision of east facing slips for this junction;

however the Council accepts the Highways England analysis that concludes the provision of east facing slips at Chybucca cannot be justified in terms of future traffic demand and associated costs, land take and environmental impact.

- A2. 8. The proposed Carland junction at eastern end of the scheme comprises a two roundabout dumbbell arrangement that connects the new dual carriageway section with the A39 to Truro and the de-trunked existing A30. The de-trunked section of the existing A30 will provide the connection to Goonhavern, Perranporth and minor settlements towards the north coast, whilst A39 provides the main eastern link to Truro. The grade separation ensures this junction has significant additional capacity to meet future traffic demands.
- A2. 9. In addition to the 3 main junctions and the parallel de-trunked existing A30, the provision of a number of side road crossings at Tresawsen, Two Barrows, Trevalso Lane, and Pennycomequick Lane ensures the new scheme does not sever or significantly inhibit access to adjacent settlements and properties.

#### *Route Selection and Design principle*

- A2. 10. The Council has undertaken a high level review of the Scheme Assessment Report and Route Selection report, and is satisfied that the Highways England (HE) Arup team have undertaken a robust assessment in line with appropriate guidance and policy, using competent and appropriately qualified professionals. Cornwall Council representatives were involved in this process as part of the stakeholder engagement, and accept the findings in relation to the major junction and alignment options considered.
- A2. 11. The design of the scheme has followed Design Manual for Roads and Bridges (DMRB) and the Council accepts in principle the departures from standard where the main scheme interfaces with the County Highway network at the junctions. The Council will undertake a more detailed technical approval on those elements it will be responsible for in the detailed design phase.

#### *Traffic Modelling*

- A2. 12. Cornwall Council has reviewed and agrees with the findings and conclusions of the Transport Report and supporting Combined Modelling and Appraisal (ComMA) report. In coming to this view the Council accept the following:
- the traffic data used to inform the strategic traffic model development is sound and fit for purpose
  - that the base year traffic model has been developed in accordance with Department for Transport (DfT) Transport Appraisal Guidance (WebTAG) and meets WebTAG calibration/validation criteria
  - accepts the development forecast used in the strategic traffic modelling and agree with the forecast infrastructure included as do minimum and do something scenarios
  - the forecast traffic models are in line with WebTAG criteria including the approach to variable demand modelling
- A2. 13. Cornwall Council also accepts with the methodology and findings of the operational assessment junction traffic modelling provided by the HE Arup team.

#### *Impacts on local road network*

- A2. 14. As illustrated in Drawing A1 Forecast Model Traffic Flows below, the strategic traffic modelling shows that the new scheme will generally have a beneficial traffic impact on many parts of the existing local network by providing a high capacity link across the centre of

Cornwall, thereby reducing flows on existing parallel routes, and for example reducing through traffic in Truro that currently uses the A39/ A390 routes. However there are some routes that require further attention.

- **Shortlanesend**

A2. 15. With the provision of a grade separate junction at Chybucca, albeit with only west facing slips, the B3284 will become a more attractive route into central Truro for many commuters using the A30 from the west of Chiverton. As illustrated in Figure A2.1 below the strategic traffic modelling indicates there will be a significant increase in traffic levels on the B3284 through Shortlanesend.

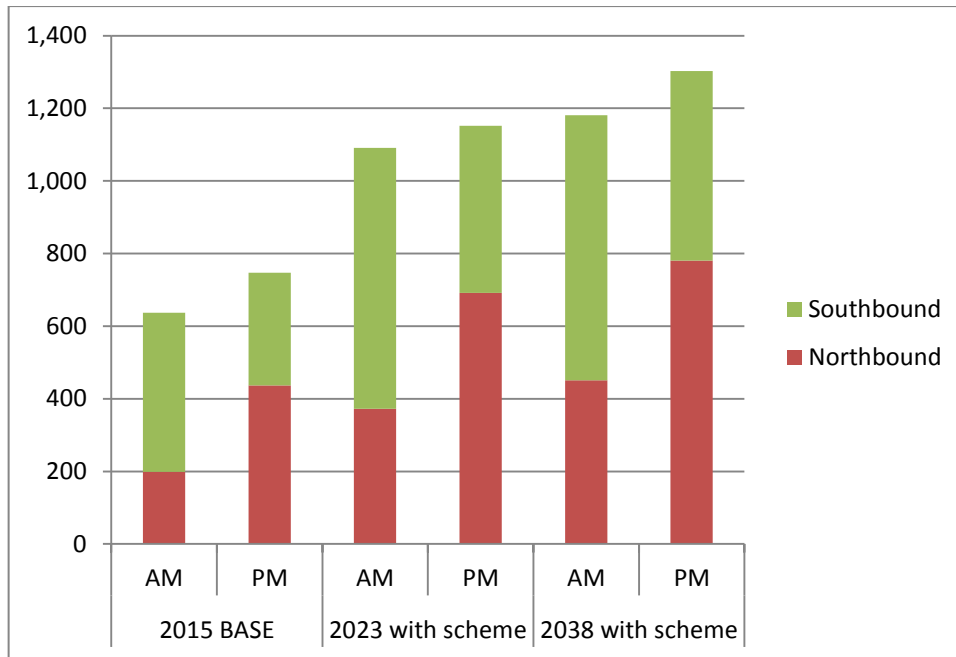


Figure A2.1 – Predicted increase in traffic flows on the B3284 Shortlanesend from/ to Truro - Source: A30 Chiverton to Carland Cross Model as at 23 May 2018

- A2. 16. The chart shows that for the busiest afternoon peak period the current 2 way flows of around 750 vehicles per hour (vph) through Shortlanesend would increase to 1150vph (55% increase) at scheme opening, rising further to 1300vph (74% increase) by 2038. Whilst these future predicted flows are within the theoretical link capacity for the B3284, it is the Council’s view that this level of increase will have a significant detrimental impact on the centre of the village.
- A2. 17. The section of the B3284 through Shortlanesend already benefits from range of traffic management measures, including controlled and uncontrolled pedestrian crossings, junction improvements and speed activated signs to reinforce the 30mph limit through the village. These measures have to a large degree addressed previous road safety and speeding issues; however the predicted increase in traffic levels could lead to an increase in the number of accidents and community severance.
- A2. 18. The Council have requested that Highways England fund monitoring of the traffic flows through Shortlanesend, prior to and during construction and post scheme opening. Further work and ongoing consultation is required to identify appropriate mitigation measures to address these future potential impacts. This includes a review of the Truro Transport strategy to take into account the strategic and practical implications of the new scheme, alongside other major changes to west and central Truro and the wider highway network that could have a bearing on traffic flows through Shortlanesend.

A2. 19. The triggers for further measures are still to be agreed but the Council is seeking that any appropriate measures to reduce traffic levels and speeds through the village, and improve the crossing facilities for local residents, would be funded by Highways England.

- **Henver Lane**

A2. 20. Henver Lane has the potential to become a rat run as a link from the B3285 to the existing A30 at Zelah which in turn could encourage through traffic to use inappropriate back lanes through to Shortlanesend.

A2. 21. It is recognised that Henver Lane should remain open until the opening of the new scheme to facilitate construction. Cornwall Council will monitor traffic movements on Henver Lane before, during and after construction of the scheme and will implement measures (such as closure or partial closure) depending on the outcome of this monitoring. This includes consultation with local residents as required, potential works to enable closure, and the statutory process to implement necessary measures for prohibiting vehicles. This process and associated works would be funded by Highways England.

A2. 22. Further analysis of the potential impact of this closure, alongside measures outlined in the de-trunking strategy below and on the wider network including Scotland Road and the A3075 is being undertaken by the Council. It is recognised that changes in one part of the network will have knock on impacts elsewhere, and that measures need to be considered holistically to determine the appropriate way forward.

- **Penstraze Lane**

A2. 23. Under the current proposals Penstraze Lane provides a potential rat run from the proposed Chiverton junction to the A390. Therefore Penstraze Lane will need to be monitored before, during and after the opening of the scheme.

A2. 24. Depending on the outcome of the monitoring and future consultation with residents and stakeholders it may be necessary to restrict access from Penstraze Lane to the existing A30 for all vehicles other than for access to residential properties and walkers, cyclist and horse riders (WCH) users.

A2. 25. The monitoring and any resultant works (including consultation with local residents as required, potential works to enable closure, and the statutory process to implement necessary measures for prohibiting vehicles) will be carried out by Cornwall Council funded by Highways England if deemed necessary.

*Walking, Cycling and Horse riders (WCH) provision for new scheme*

A2. 26. Cornwall Council accepts in principle that cyclists should not be permitted on the new scheme, and the number of WCH crossings of the new A30 at Chiverton junction, Marazanvose, Tolgroggan Farm and Church Lane is sufficient.

A2. 27. The WCH provision at Chiverton has been the source of much discussion between the Council, Highways England and a local Cycle campaign group who have raised concerns over the approx. 70m underpass provided for WCH in the proposed Chiverton junction.

A2. 28. The Council position is that we accept the underpass as the minimum adequate facility for WCH users that is an improvement over the existing situation, whilst also supporting the provision of a cycle footway bridge linking the B3277 to the A390 for the St Agnes to Truro cycle scheme being progressed separately to the main scheme.

A2. 29. This separate scheme will be progressed by Cornwall Council and 90% funded by Highways England as part of their Cycling, Safety and Integration (CSI) Designated funds programme.

This funding has been secured with the remaining 10% contribution from Cornwall Council and will be formally announced at media launch event on 20 February 2019. As this funding is essentially in place the Council is content to proceed with the cycle/ pedestrian bridge without any further obligations on the main scheme.

- A2. 30. As part of the design process we will be developing bridge design options to cover both scenarios, with and without the main scheme in place. Depending upon technical design considerations, the costs and how the forthcoming approvals for DCO and bridge planning permission fall into line the Council would then progress with the optimum option.

#### *Lighting*

- A2. 31. The Council supports the approach the HE design team have taken to minimise the street lighting of the new scheme, and will work with the team in detailed design phase to rationalise street lighting at the interface between the trunk road and County Highway network.
- A2. 32. The provision of activated pedestrian lighting for the Chiverton WCH underpass is supported.

#### *Signage for main scheme*

- A2. 33. Signage at the proposed Carland Cross from westbound approach will include a route to Perranporth and Goonhavern incorporating using the existing A30. This will be carried out by Highways England as part of the construction of the main scheme.
- A2. 34. In line with its policies on promoting the Cornish language the Council has requested that junction names on the 3 main junction map signs on the new ssare provided in both English and Cornish as follows:
- Chiverton (Cross) = **(Krowsfordh) Chi war Donn**
  - Chybucca = **Chibogh**
  - Carland (Cross) = **(Krowsfordh) Bowdir**

#### *Traffic monitoring on new scheme*

- A2. 35. Cornwall Council has requested monitoring of traffic using Automatic Number Plate Recognition (ANPR) cameras and for a period capturing seasonal differences and traffic neutral months. The exact locations of sites, parameters and funding are to be agreed. ANPR cameras will be installed by Highways England on the new A30 as part of the construction of the scheme.

### A3. De-trunking the existing A30

- A3. 1. The existing A30 will be retained as a parallel route and ‘de-trunked’ with Cornwall Council taking over responsibility and maintenance for the road once the new scheme is open.
- A3. 2. The general intention is that the existing A30 would be downgraded to a level appropriate to its future service level. As the new scheme prohibits cyclists on that section between Carland and Chiverton it will be necessary to route them via the existing A30.
- A3. 3. It has also been agreed with Highways England that the existing A30 would act as a temporary diversion route for the new scheme in the event of planned maintenance or an incident requiring closure. This would necessitate that the future carriageway would have a desirable minimum width of 6.8m but an absolute minimum width of 6.1m with reduced speed limits. Any changes will accommodate the abnormal loads and the final designs will be agreed with the Cornwall Council Highways Team and the Highways England’s Operations Team
- A3. 4. The predicted two way annual average daily traffic (AADT) flows on the existing A30 are shown in table A3.1 below:

Location	Two-way AADT		
	Existing Base	Post Construction of Dualling Scheme	
	2015	2023	2038
Boxheater-Carland Cross	23,300	4,700	6,100
N of Zelah--Boxheater	20,400	1,900	2,200
Marazanvose-N of Zelah	21,000	5,200	5,900
Tresawsen-Marazanvose	20,600	2,900	3,600
Chybucca-Tresawsen	20,400	1,900	2,300
Chiverton-Chybucca	23,500	620	1,200

Table A3.1 – predicted two way annual average daily traffic (AADT) flows on the existing A30 - Source: A30 Chiverton to Carland Cross Model as at 23 May 2018

- A3. 5. The Council has reviewed the predicted traffic flows on the existing A30 and formed an outline de-trunking strategy with regards to future speed limits, road classification and provision for WCH whilst recognising the need to accommodate abnormal loads and to act as a temporary diversion route.
- A3. 6. This outline strategy is described further below and illustrated on *Drawing A2 Outline de-trunking strategy* (EDG1494-CSL-HGN-SW797500-SK-Z-0002-P01) found at end of this report. It should be noted that the measures described are interrelated in that what is done in one location effects and ideally complements what is done elsewhere.

#### *Carland to Boxheater*

- A3. 7. The eastern most section of the existing A30 will be the busiest in terms of predicted traffic flows, albeit significantly less than the current situation, and would be the signed route from Carland Cross junction to Goonhavern and Perranporth. Therefore it is proposed that this section is downgraded to a B road classification, effectively continuing the B3285 from Goonhavern and Perranporth to Carland Cross. As shown on *Drawing A2 - Outline De-trunking strategy* it is proposed this section of road would operate under a 50mph limit, with a reduction in carriageway width and changes to cross section to accommodate an off road WCH path.

A3. 8. Further design work is required to provide scheme cost estimate for these measures, but it is the Councils view that these measures should be funded by Highways England as part of de-trunking package of measures.

#### Boxheater Junction

A3. 9. As illustrated in figure A3.1 below, as a direct consequence of the new scheme opening the predominate flows at Boxheater junction would be traffic to and from Goonhavern and Perranporth on the B3285. Therefore it is the Councils view that the junction priority needs to be adjusted to reflect this new situation, and address potential safety issues this change in flows would raise with the current layout.

A3. 10. To address these issues the Council is proposing an alternative arrangement. The concept design is illustrated on *Drawing A2 - Outline De-trunking strategy*. An initial estimate puts this scheme cost at £611,800. The Councils position is that this scheme should be funded by Highways England as part of de-trunking package of measures.

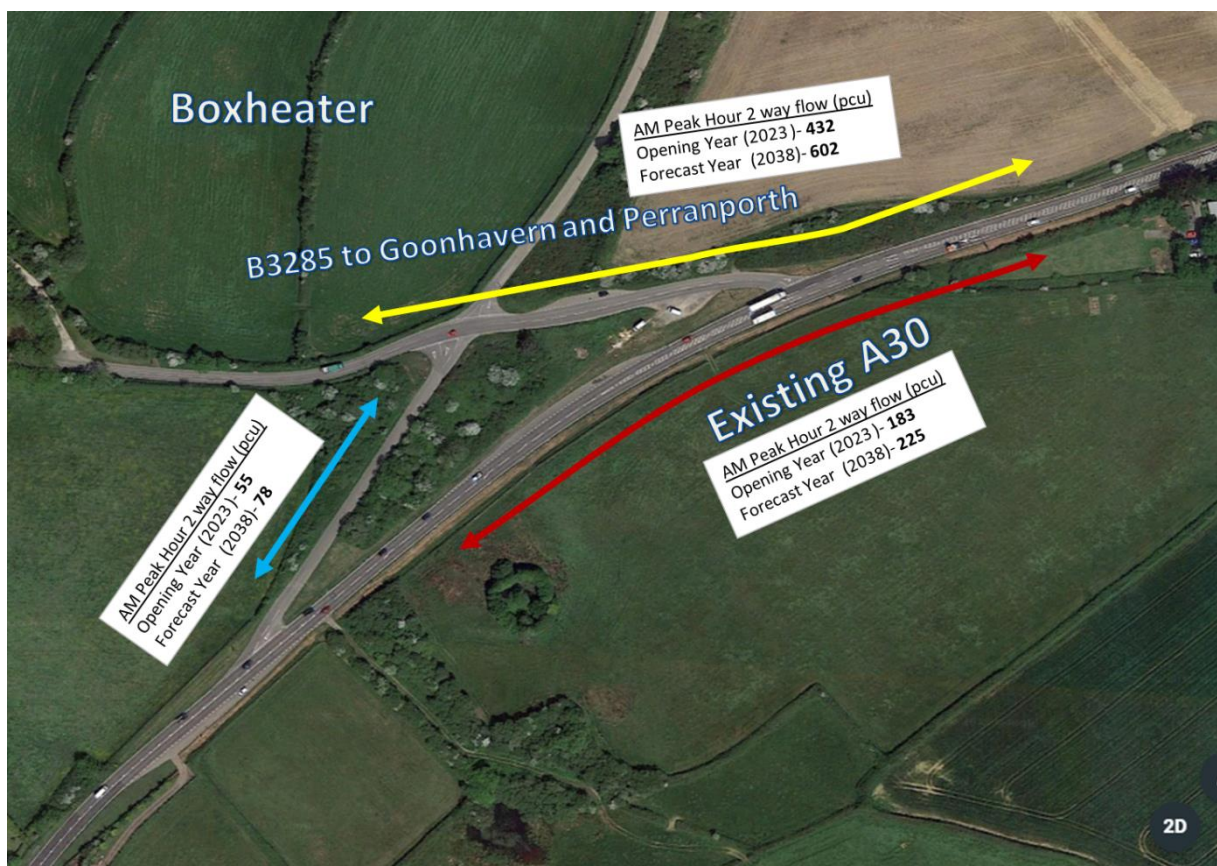


Figure A3.1 – Future morning peak hour traffic flows at Boxheater on the existing layout  
- Source: A30 Chiverton to Carland Cross Model as at 23 May 2018

A3. 11. As alluded to above any changes at Boxheater junction are related to the potential closure of Henvor Lane, plus measures to downgrade the existing A30 and wider measures on Scotland Road and the A3075. The final agreed solution at this junction and on other parts of the network will need to reflect a complementary package of measures.

#### Boxheater to Chybucca

A3. 12. The realignment at Boxheater would also create the opportunity for a short length of 30mph speed limit on approach to new priority junction passing Mount Pleasant farm and number

of dwellings in close proximity to the road. Once through this section the road widens out and 40mph limit would be appropriate, with changes to the cross section to incorporate cycle lanes. It is proposed to downgrade this section to C road classification to reflect the much reduced use of the road.

- A3. 13. The speed limit through Marazanvose would be reduced to 30mph, supported by gateway signing and traffic management features. Consultation with residents is required to develop this principle further.

#### *Chybucca to Chiverton*

- A3. 14. The western most section of the route is anticipated to have the lowest future traffic flows, and subject to further review could be further downgraded as unclassified lane. Changes to the cross section are proposed to provide on carriageway cycle lanes and single central running traffic lane, again operating under a 40mph limit.
- A3. 15. Further design work and consultation is required to develop the de-trunking proposals in line with the strategy aspirations set out above. It is Councils view that these changes will necessitate works to reduce the width of some sections of the existing A30 in order for the de-trunked road to meet its future objectives, and that these measures should be funded by Highways England.
- A3. 16. Alongside the outline de-trunking strategy there are some further detailed issues to consider.

#### *Signing Strategy*

- A3. 17. A signage strategy for the existing A30 has been provided by Highways England to Cornwall Council, including the approach to brown tourist signs, and Cornwall Council will review the final provision of all signage on the existing A30. This review is to include existing trunk road signs on the existing A30 that would be removed or replaced with smaller signs where possible. Signage on the existing A30 will be funded by Highways England and carried out by Cornwall Council.
- A3. 18. The Council intends to include the English and Cornish language version of junction names on the main junction map signs. These would be:

- Zelah = **An Hel**
- Boxheater = **Trielin**

#### *Lay by strategy and works*

- A3. 19. A lay-by strategy review will be undertaken by Cornwall Council to identify which laybys should be removed on the existing A30. The removal of lay-bys will aim to reduce potential anti-social behaviour whilst retaining those that are naturally overlooked and would have an appropriate future use.
- A3. 20. Further work is required to determine which if any of the existing laybys should be removed, but the Councils position is that the cost of removing any laybys no longer required due to the new scheme should be funded by Highways England.

#### *Condition Survey*

- A3. 21. Highways England will agree the scope of and provide Cornwall Council with a condition survey of the existing A30 prior to the de-trunking of the existing A30. This scope will include provision for the agreement of the any maintenance works required as part of the de-trunking including surfacing, drainage and verges.

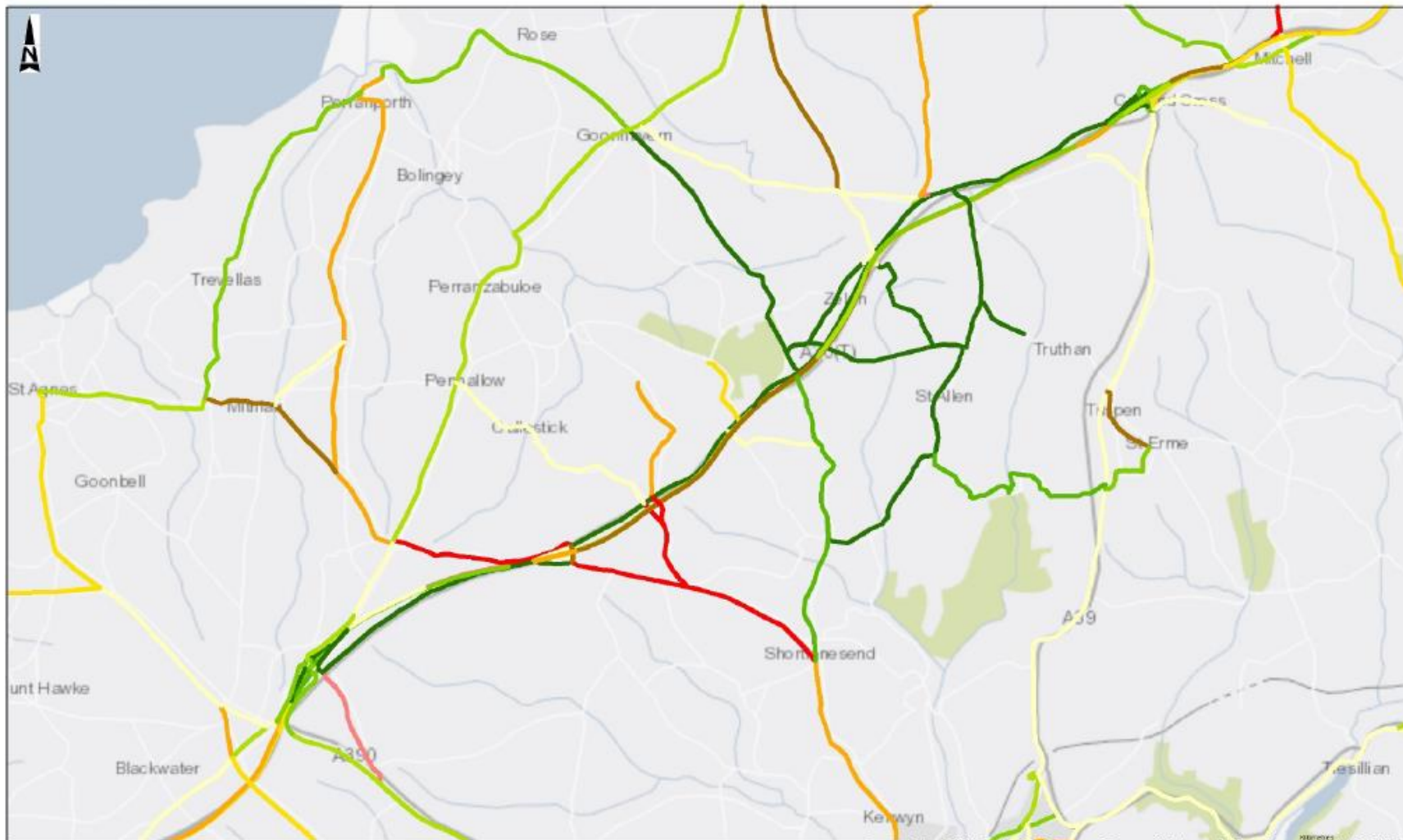


## **Highways and Transport LIR - Drawings**

*Drawing A1 - Forecast Model Traffic Flows – A30 corridor*

*Drawing A2 - Existing A30 Outline De-trunking strategy - EDG1494-CSL-HGN-SW797500-SK-Z-0002-P01*

DRAWING A1 - Forecast Model Traffic Flows – A30 corridor



2038 AADT percentage change

Red = increase  
Green = decrease

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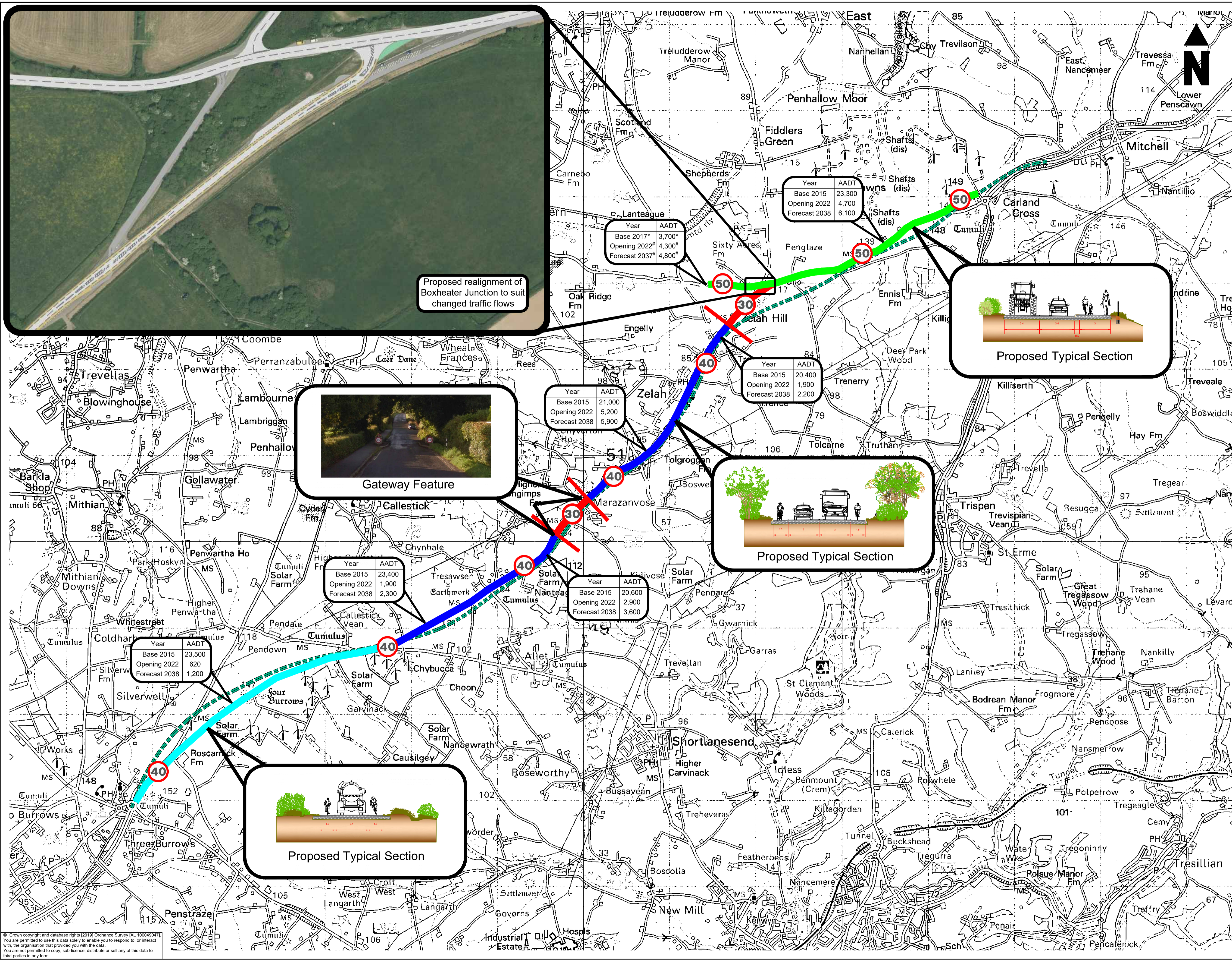
**LEGEND**

— -100% to -70%	— -20% to -10%	— 20% to 40%	— 100% to 400%
— -70% to -40%	— -10% to 10%	— 40% to 70%	
— -40% to -20%	— 10% to 20%	— 70% to 100%	

Project No	WP		A30 CHIVERTON TO CARLAND CROSS			
Client	ARUP					
Project Name	A30 CHIVERTON TO CARLAND CROSS 2038 AADT PERCENTAGE CHANGE					
Scale	1:75,725	JE	JE	IN	IM	
Date	04/07/18					
Drawn by	AS	Checked by	AS	Approved by	AS	
Project Manager	4451502-ARF-GEN-98V-364XX.XXXXXX					P01.X

*DRAWING A2 –*

*Existing A30 Outline De-trunking strategy - EDG1494-CSL-HGN-SW797500-SK-Z-0002-P0*



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- NOTES:**
- All dimensions are in metres unless otherwise stated.
  - Do not scale from this drawing.
  - Average Annual Daily Traffic (AADT) figures are two way and taken from Highways England report HA551502-ARP-ENM-SW-RP-LE-000015 - A30 Chiverton to Carland Cross - Designated Funds - CSI Feasibility Study - Annex 7: Improving the Current A30
  - \* - B3285 current AADT figure taken from 2017 Cornwall Council data
  - # - B3285 2022 and 2037 predicted figures taken from WSPPB modelling as part of Highways England report HA551502-WSP-GEN-0000-RE-TR-00006-P02 - A30 Chiverton to Carland Cross - Operational Assessment

- KEY:**
- Section of current A30 to be restricted to 30mph and be classified as C class
  - Section of current A30 to be restricted to 40mph and be unclassified/C class
  - Section of current A30 to be restricted to 40mph and be classified as C class
  - Section of current A30 to be restricted to 50mph and become classified as B class
  - Proposed route of new A30 dual carriageway

NO.	DATE	REVISION
P01	19.02.2019	First Issue
REV	DATE	NATURE OF REVISION
REVISIONS		



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**PROJECT TITLE:**  
 A30 Carland-Chiverton  
 Old A30 Functional Strategy

**DRAWING TITLE:**  
 Outline De-trunking Strategy

SCALE: 1:20000 @ A1

PROJECT MANAGER: JL	DRAWN BY: JL
CHECKED: DB	APPROVED: RC
DATE: 18.02.2019	DATE: 18.02.2019

**DRAWING NO:**  
 EDG1494 - ORIGINATOR: CSL - VOLUME: HGN - LOCATION: SW797500

**PROJECT REF:** EDG1494 **DRAWING STATUS:** Feasibility **SUITABILITY:** S2 **REVISION:** P01

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