



Meeting note

File reference	TR010026
Status	Final
Author	Kate Mignano
Date	14 June 2017
Meeting with	Highways England
Venue	Temple Quay House, Bristol
Attendees	The Planning Inspectorate Gareth Leigh Tom Carpen David Price Katherine King Richard Price Kate Mignano Highways England Josh Hodder Ian Morrow Will Spencer Amy Hallam Mark Wilson Jessica Postance
Meeting objectives	Inception Meeting – A30 Chiverton to Carland Cross
Circulation	All attendees

Summary of key points discussed and advice given:

The Planning Inspectorate advised on its openness policy, explaining that any advice given would be recorded and placed on the Planning Inspectorate website under section 51 of the Planning Act 2008 (as amended) (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Scheme Introduction

Highways England (HE) explained the scheme was identified in the Road Investment Strategy 2014. The A30 is the main route into Cornwall from the M5. The section between Chiverton and Carland Cross is the last remaining single carriageway section of the A30 between the M5 and Camborne, which during holiday season becomes congested.

HE gave a presentation which introduced the scheme. The proposed scheme includes a new section of dual carriageway (approximately 12.5 kilometres) running adjacent to the existing section of the A30 from Chiverton to Carland Cross with grade-separated junctions at Chybucca, Chiverton and Carland Cross. The existing A30 would be de-trunked and retained as a local road, with the new dual carriageway being constructed to expressway standard. HE explained the finer design detail would be developed following the preferred route announcement.

HE explained a proportion of funding for the development phase has been secured through the European Regional Development Fund and additional funding is being sought for the construction phase. A further application will be submitted to the European Regional Development Fund in this regard. The scheme was described as high value for money as it would contribute to regeneration and sustainable economic growth. The Inspectorate advised HE to ensure all funding is clearly explained in the Funding Statement to be provided as part of the application.

Consultation/ Engagement

The scheme is currently at the end of Stage 2 of the HE Options and Development Stage Process and a Preferred Route Announcement is expected in July 2017.

Non-statutory public consultation took place from October to December 2016. This included various consultation exercises including roadside interviews; engagement with statutory consultees including Transport Focus; information events; distribution of newsletters; and meetings with local businesses and landowners. HE stated that the results from the consultation demonstrated 95% of people that took part were in support of the need for the scheme.

It was explained that most of the land required to construct and operate the scheme is owned by Cornwall Council and private land owners. HE is negotiating with all land owners but expects to include a request for Compulsory Acquisition powers in the Development Consent Order. Access to the land had so far been agreed through negotiation with land owners, and survey work was ongoing.

HE explained they are working closely with Cornwall Council who are planning to upgrade the A390 between Chiverton Cross and Truro and the A391 between A30 Innes Down and St Austell.

HE confirmed diversions for a high powered gas main and fibre optic cables will form part of the application and that they are working with the affected statutory undertakers to reach agreements. The Inspectorate questioned whether the diversion of the high powered gas main was potentially a Nationally Significant Infrastructure Project in its own right and advised HE to seek legal advice regarding this. It was noted that HE may wish to check the M20 Junction 10a examination documentation, as a similar issue had been subject to examination.

Environmental Impact Assessment

It was noted that the Newlyn Downs Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and World Heritage site (WHS) are located in close proximity to the site. HE stated that any potential impacts to the SSSI, SAC and WHS

would be indirect. The Inspectorate advised HE to engage with UNESCO in relation to the WHS.

HE explained there are scheduled monuments along the route including milestones as well as ancient burial barrows, which are currently disconnected. Historic England would like the barrows reconnected at Carland Cross.

There are seven Noise Important Areas in the vicinity of the site. Several design features have been included in the proposed scheme to help mitigate environmental impacts including the de-trunking of the existing A30, reducing its width and potentially introducing traffic calming measures (in response to noise and traffic speed concerns raised during consultation).

HE confirmed different route options and changes to the design have been considered to take the above site-specific environmental factors into account.

Scoping

HE confirmed all topics from the Design Manual for Roads and Bridges had been scoped in. The Scoping Report is currently being prepared and is expected to be submitted in July 2017. The Inspectorate informed HE that a new Advice Note on the Water Directive Framework (WFD) would be published imminently. The WFD Advice Note will explain the changing approach to Scoping Opinions with regards to The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.

Timescales

The following dates may be subject to change:

- July 2017 – Scoping Report
- Statutory consultation – January 2018
- Submission of draft documents – Spring 2018
- Submission of application – June 2018

Specific decisions / follow up required?

- HE to submit information to enable Planning Inspectorate project webpage set up