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A30 Chiverton to Carland Cross TR010026

5.2 CONSULTATION REPORT APPENDICES PART 1

Planning Act 2008

Section 37(2)(c)

Volume 5

August 2018

Infrastructure Planning

Planning Act 2008

A30 Chiverton to Carland Cross
Development Consent Order 201[x]

5.2 CONSULTATION REPORT APPENDICES PART 1

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Appendix	Number	Appendix Title
Appendix A	1	Cornwall Council and Highways England Public Engagement Report (2015)
Appendix B	1	Report on Public Consultation (June 2017) and Appendices, including Addendum to Report on Public Consultation
Appendix C	1	Highways England Cover Letter for Scoping Report Submission to the Planning Inspectorate (9 August 2017)
	2	Cover Letter from PINS with Scoping Opinion and Regulation 11 List
	3	Section 48 Letter
	4	Section 48 Notice
Appendix D	1	Draft Statement of Community Consultation
	2	Cover letter from Highways England to Cornwall Council regarding draft Statement of Community Consultation (16 October 2017)
	3	Cornwall Council Response to Draft Statement of Community Consultation (11 November 2017)
	4	Highways England Letter to Cornwall Council: Regarding Their Response to Draft Statement of Community Consultation (15 December 2017)
	5	Published Statement of Community Consultation
	6	Copy of Statement of Community Consultation Notice Pursuant to Section 47(6) of the Act
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Appendix A Cornwall Council and Highways England Public Engagement Report (2015)

A30 Carland Cross to Chiverton Cross

Public Engagement Report

Planning Act 2008 Infrastructure Planning The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009	
Regulation Number:	37(3)(c)
Author:	A30 Carland Cross to Chiverton Cross Project Development Team
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EDG0769_PA_PE01_00 - Number of Respondents
EDG0769_PA_PE01_01 - Number in Favour
EDG0769_PA_PE01_02 - Number Against
EDG0769_PA_PE01_03 - Number of Local Journeys
EDG0769_PA_PE01_04 - Number of Regional Journeys
EDG0769_PA_PE01_05 - Number of National Journeys
EDG0769_PA_PE01_06 – Number using Motor Vehicles
EDG0769_PA_PE01_07 - Number using Motor Cycles
EDG0769_PA_PE01_08 - Number using Public Transport
EDG0769_PA_PE01_09 - Number using Pedal Cycles
EDG0769_PA_PE01_10 – Number for Improved Cycle Facilities
EDG0769_PA_PE01_11 - Number Against Improved Cycle Facilities

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Appendix J – ‘Others’ responses to question ‘What currently works well / do you like about the existing route?’
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Glossary of Terms

CC	Cornwall Council
HA	Highways Agency
DCLG	Department for Communities and Local Government
DfT	Department for Transport
DCO	Development Consent Order
NMU	Non-Motorised User
NSIP	Nationally Significant Infrastructure Project
PA 2008	The Planning Act 2008 (as amended)
PI	The Planning Inspectorate
PINS	National Infrastructure Directorate of The Planning Inspectorate
RS	Route Strategy
SoS	Secretary of State
SRN	Strategic Road Network
SWARMMS	South West Area Multi Modal Study
The Applicant	Highways England
The Scheme	A30 Carland Cross to Chiverton Cross Improvement
TPI	Targeted Programme of Improvements

1 Executive Summary

1.1 Introduction

1.1.1 Highways England (the "Applicant") are proposing to make improvements to a 14km (8.7 mile) section of the A30 Trunk Road, which is currently single carriageway (the "Scheme").

1.1.2 The Scheme is a Nationally Significant Infrastructure Project (NSIP) within the meaning of the Planning Act 2008 (PA 2008) and as amended by Regulation 3 of The Highway and Railway (Nationally Significant Infrastructure Project) Order 2013. Accordingly Highways England will be applying for a Development Consent Order (DCO) to authorise the Scheme.

1.1.3 Prior to making an application to the Planning Inspectorate (PI) for a DCO, consultation must be undertaken in accordance with the requirements of the PA 2008 and a consultation report prepared. In undertaking the consultation and the production of this Public Engagement Report, Highways England followed guidance provided by the Department for Communities and Local Government (DCLG) and National Infrastructure Directorate of the Planning Inspectorate (PINS).

1.2 Public Engagement Exercise

1.2.1 An improvement for the A30 between Carland Cross and Chiverton Cross roundabout was first mentioned as early as 1989. Previous historic consultation took place in 2004 regarding the preferred route option, but due to funding constraints, the preferred route option did not progress any further.

1.2.2 The current public engagement exercise took place between 23 March 2015 and 8 May 2015, with 3 public exhibitions held at local venues on 23 to 25 March 2015.

1.2.3 The purpose of the public engagement was to raise awareness of the project as well as to manage expectation on when detailed proposals would be available for public comment as well as highlighting the timescales required in the delivery of the Scheme.

1.2.4 This report sets out how Cornwall Council on behalf of Highways England carried out the public engagement exercise on the Scheme and how the relevant responses received will help shape the future design for the Scheme.

1.3 Public Engagement Outcomes

1.3.1 The public engagement exercise received an excellent level of response. A total of 775 people attended the 3 exhibitions and 1,301 responses were received.

1.3.2 A significant majority (94.5%) of respondents supported an improvement to this section of the Trunk Road network.

1.3.3 The main mode of transport for users of the A30 is the motor vehicle (77.5%).

1.3.4 Responses to the public engagement highlighted the fact that the A30 serves Cornwall for a wider variety of purposes other than just commuting, with leisure (28.4%) and visiting friends & family (26.4%) being the most prevalent, while the end destination for trips is predominantly local (59.9%).

1.3.5 58.8% would be interested in an improved cycle network for the route.

1.3.6 26.8% of respondents stated that they liked 'little or nothing' of the existing route, while a further 38.4% commented that they do not like using the existing junctions.

1.3.7 The following improvements to the route were suggested: construction of a dual carriageway (28.6%) and the provision of grade separated junctions (25.3%).

1.4 Conclusion and Next Steps

1.4.1 The public engagement exercise will form part of the Applicants duties to comply fully with the requirements of the Planning Act 2008, the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and be in line with DCLG guidance and PINS advice. The consultation process will ensure that the issues identified by the consultees have been considered and addressed at an early stage of the Scheme, thus effectively narrowing the issues which may need to be addressed during the remainder of the DCO application process.

1.4.2 The applicant will continue to consult with prescribed consultees and the Wider Community as the Scheme progresses through the pre-application consultation, application to PINS through to the construction phase and then operation.

2 Introduction

2.1 Purpose of Report

2.1.1 This Public Engagement Report relates to an application to be made by Highways England (the "Applicant") to the Planning Inspectorate (PI) under the Planning Act 2008 (PA 2008) for the Highways England (A30 Carland Cross to Chiverton Cross) Development Consent Order ("DCO") which would grant powers to improve a 14km section of the A30 (the "Scheme").

2.1.2 This report has been prepared pursuant to Section 37(3)(c) of the PA 2008 and in accordance with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. It follows DCLG guidance on pre-application process and guidance on pre-application consultation (September 2009 and January 2013 editions), PINS Advice Note 16: the Developer's Pre-Application Consultation, Publicity and Notification Duties (April 2012) and PINS Advice Note 14: Compiling the Consultation Report (April 2012).

2.1.3 The report provides an overview of the results of the initial public engagement exercise, identifying the feedback received and details how the Applicant's will use the feedback.

2.2 Structure of the Public Engagement Report

2.2.1 This Public Engagement Report has been prepared pursuant to S37(3)(c) of the PA 2008, which requires a DCO application to be accompanied by a Consultation Report.

2.2.2 This report is structured as follows:

Section 3 sets out our approach to engagement exercise.

Section 4 provides an overview of the historic consultations on previous proposals.

Section 5 explains the methodology for analysing feedback comments. It describes:

- how the feedback comments were analysed; and
- how the findings are presented.

Section 6 provides an overview of the engagement feedback received during the public engagement exercise

Section 7 summarises how the Applicant will use the responses from the public engagement to shape the future development of the Scheme

Section 8 contains the conclusions.

2.3 The Applicant

2.3.1 Highways England is a government owned company and is the highway authority for the Strategic Road Network (SRN) in England. It is responsible for operating and maintaining the A30 Trunk Road.

2.3.2 Prior to 01 April 2015, Highways England operated under the previous guise of the Highways Agency (HA). In this report, historic work on the Scheme prior to this date has been described as being undertaken by the HA.

2.3.3 Highways England will be working closely with Cornwall Council (CC) as the highway authority for the local highway network to ensure the continued progression of the scheme.

2.4 The Scheme - Background

2.4.1 The A30 is the most important road serving Cornwall. It runs from the M5 at Exeter along the spine of the peninsula to Penzance, 186.8 kilometres (103 miles) in length. Of this, 123.9 kilometres (77 miles) are dual carriageway. However, following the dualling of the Temple to Higher Carblake section, the 14 kilometre (8.7 miles) section between Carland Cross and Chiverton Cross roundabouts will be the only single carriageway section between Exeter and Camborne.

2.4.2 This single carriageway section of road forms a serious constraint to traffic flows on the A30, having a detrimental effect on the Cornish economy. Congestion and delays are often experienced leading to poor journey time reliability, driver frustration, conflict and collisions as well as inappropriate levels of traffic diverting off the A30 onto unsuitable minor roads.

2.4.3 Plans to improve this section of single carriageway have been under consideration since 1989, when a Scheme between Zelah and Chiverton was included in the Government's White Paper 'Roads for Prosperity'.

2.4.4 Further studies were undertaken and in 2002 South West Area Multi Modal Study (SWARMMS) made recommendations for a long term strategy to address passenger and freight transport on the main rail and road corridors between London and the South West.

2.4.5 In November 2003 the Secretary of State for Transport announced the addition of the complete section from Carland Cross to Chiverton Cross to the Targeted Programme of Improvements (TPI) later known as the Programme of Major schemes.

2.4.6 A number of route options were investigated and a 'preferred route' was confirmed by the Secretary of State for Transport.

2.4.7 A public consultation was held in April 2004 in order to seek views of the public and stakeholders regarding the preferred route option.

2.4.8 The Carland Cross to Chiverton Cross improvement was deferred to the South West Regional Assembly in 2005 for consideration in the advice to the Department for Transport on Regional Funding Allocations. Their advice was that the Carland Cross to Chiverton Cross improvement, when weighed against other properties in the region, be placed in the category of longer-term schemes for delivery outside the first regional funding allocation period – i.e. post 2016.

2.4.9 In 2008 the Government asked the Region to reassess its priorities for a second Regional Funding Allocation round covering a period up to 2019, and the same decision was reached.

2.4.10 The 2004 route was afforded protected route status until 2009. This prevented any development within the route corridor from occurring, that would have sterilised the route. However, this expired in 2009 allowing development within the corridor of the existing proposed route to occur.

2.4.11 In the Highways Agency's Route Strategy (RS) Draft Evidence Report, the single carriageway section of the A30 between Carland Cross and Chiverton Cross was the third highest priority for the south west peninsula. It was identified as being likely to become under increasing risk of congestion in the near future when the A30 between Temple and Higher Carblake has been upgraded to dual carriageway standard.

2.4.12 In August 2014 the Secretary of State for Transport asked the Highways Agency to do a review of this stretch of the A30, to see whether the scheme merited inclusion in the Autumn Budget.

2.4.13 An ambitious £15bn plan to triple levels of spending by the end of the decade to increase capacity and condition of England's roads was announced on 01 December 2014 by the Transport Secretary. The plans are set out in the 'Roads Investment Strategy' and include a £2bn commitment of investment to roads in the south west which includes the commitment to dual the Carland Cross to Chiverton Cross section of the A30.

2.5 The Existing Issues

2.5.1 The existing road between Carland Cross and Chiverton Cross is currently a winding, undulating single carriageway with many at grade

junctions and private accesses. These conditions, mixed with heavy traffic flows, result in the following issues:

- **Congestion and Delays** – caused by traffic flows exceeding the capacity of the single carriageway
- **Poor journey time reliability** – resulting from the congestion and delays
- **Constraint on the economy of Cornwall** – congestion and journey time act as deterrent to business
- **Lack of provision for non-motorised users** – current route acts as a severance to direct inter-urban cycle trips
- **Poor collision record** – 94 personal injury collisions over a five year period between October 2008 and September 2013 - 86 of the collisions involved 'slight injuries', 6 were recorded as 'serious injuries' and there have been 2 fatal collisions during this period
- **Poor resilience** – single carriageway route with no suitable alternative routes

2.6 The Proposed Scheme

2.6.1 For the Public Engagement exercise, a proposed Scheme design was not included as part of the produced materials. This was because since 2004, when the preferred route was investigated, much has changed, namely:

- **Planning Process** – the Planning Act 2008 introduced the requirement for a Development Consent Order for schemes on the Trunk Road network
- **Design standards** – relevant design standards have been updated or revised since 2004
- **Traffic flows** – in the period 2004 – 2014, traffic flows on this section of the A30 have increased by 15%. Traffic origins and destinations have also changed, putting pressure on different junctions along the route
- **Environmental constraints and legislation** – during the last 10 years numerous acts protecting the environment have been revised, updated or altered
- **Local development changes** – since the original route protection order was dropped in 2009, several developments have been built adjacent to the A30. Housing and employment developments in the main towns also impact on how the route is now used.

- **Emerging Cornwall Local Plan** – the housing allocation of 47,500 new homes in Cornwall by 2030 means that the road design must be future proofed to support this growth.

2.6.2 A full review of the work carried out in 2004 and other potential routes will be required to determine the most appropriate route option to take forward. The assessment process will evaluate all of the following aspects before producing route options:

- **Economy** – value, efficiency, journey time reliability, wider economic benefits
- **Landscape and Environment** – noise, air, landscape, historic, water quality, ecology, geology etc.
- **Traffic Assessment** – traffic modelling, speed, flows, capacity, side road impacts
- **Safety** – collisions, security
- **Surrounding Development & Land Use**
- **Existing Design Work** – 2004 proposals
- **Public Opinion** – results from the Public Engagement exercise
- **Technical** – standards, policies, Buildability, H&S, durability etc.
- **Cost / Value for Money**

2.7 Scheme Benefits

2.7.1 Improving this section of carriageway will achieve the following benefits:

- **Economic Benefits** – Reducing congestion, delays and improving journey time reliability would remove the barriers to economic investment and reduce the costs of travelling for all users, saving just under £3 million per annum on delay costs alone. An improvement to the route would also alleviate the negative perceptions of Cornwall as remote and peripheral which is currently impacting on business growth and inward investment. The potential improvement would also provide additional road capacity supporting growth and housing.
- **Connectivity and Reliability** – The higher standard of route would reduce congestion and delays and improve the connectivity of Cornwall by providing a reliable and resilient route.
- **Safety** – Upgrading the route to a dual carriageway, improved alignment, removal of right turn manoeuvres and provision of a

central barrier, would significantly reduce the frequency and severity of accidents over the life of the scheme.

- **Wider Benefits** – The potential upgrade to this section of carriageway could provide the opportunity for improvements on local connecting roads and junctions, improved cycle linkages between towns and general improvements to noise and air quality as a result of smoother traffic flows.

3 Consultation

3.1 Requirement for Development Consent

3.1.1 The Scheme has been categorised as a Nationally Significant Infrastructure Project (NSIP) within the guidelines of the Planning Act 2008 (PA 2008). It satisfies the criteria and thresholds as set out in Part 3, Sections 14 and 22 of the PA 2008.

3.1.2 Section 14 (1) of PA 2008 (as amended by Regulation 3 of The Highway and Railway (Nationally Significant Infrastructure Project) Order 2013) lists the types of development which can constitute Nationally Significant Infrastructure Projects.

This includes under sub section (h):

- Highway-related development

Section 22 of the PA 2008 states that:

(1) Highway-related development is within section 14(1)(h) only if the development is:

(a) construction of a highway in a case within subsection (2),

(b) alteration of a highway in a case within subsection (3), or

(c) improvement of a highway in a case within subsection (5).

(2) Construction of a highway is within this subsection only if—

(a) the highway will (when constructed) be wholly in England,

(b) the Secretary of State will be the highway authority for the highway, and

(c) the area of development is greater than the relevant limit set out in subsection (4).

(3) Alteration of a highway is within this subsection only if—

(a) the highway is wholly in England,

(b) the Secretary of State is the highway authority for the highway, and

(c) the area of development is greater than the relevant limit set out in subsection (4).

(4) For the purposes of subsections (2)(c) and (3)(c) the relevant limit—

(a) in relation to the construction or alteration of a motorway, is 15 hectares,

(b) in relation to the construction or alteration of a highway, other than a motorway, where the speed limit for any class of vehicle is expected to be 50 miles per hour or greater, is 12.5 hectares, and

(c) in relation to the construction or alteration of any other highway is 7.5 hectares.

(5) Improvement of a highway is within this subsection only if—

(a) the highway is wholly in England,

(b) the Secretary of State is the highway authority for the highway, and

(c) the improvement is likely to have a significant effect on the environment.

(6) Highway-related development does not fall within section 14(1)(h) if—

(a) an order mentioned in section 33(4) has been made in relation to the development before 1 March 2010,

(b) a further order is needed in relation to the development, and

(c) not more than 7 years have elapsed since the making of the earlier order.

(7) Alteration of a highway is not within section 14(1)(h) if

(a) planning permission has been granted for a development,

(b) the alteration is necessary as a result of the development, and

(c) the developer has asked for the alteration to be made to the highway.

(8) Alteration of a highway is not within section 14(1)(h) if—

(a) an order mentioned in section 33(4) has been made in relation to local highway works,

(b) the alteration is necessary as a result of the local highway works, and

(c) the local highway authority responsible for the local highway works has asked for the alteration to be made to the highway.

(9) In this section—

“area of development” —

(a) in relation to construction of a highway, means the land on which the highway is to be constructed and any adjoining land expected to be used in connection with its construction;

(b) in relation to alteration of a highway, means the land on which the part of the highway to be altered is situated and any adjoining land expected to be used in connection with its alteration;

“local highway authority” has the meaning given by section 329(1) of the Highways Act 1980(a);

"local highway works" means works carried out by or on behalf of a local highway authority in relation to a highway for which it is the highway authority (and the local highway authority is referred to in this section as "responsible" for those works);

"motorway" means a highway which is a special road in accordance with section 16 of the Highways Act 1980".

3.1.3 The A30 in this location is wholly in England and is a Trunk Road, for which Highways England (through delegated function from the Secretary of State[1]) is the highway authority and the Scheme is an improvement which may have significant effect on the environment. The speed limit of the road will be greater than 50 miles per hour and the area of development exceeds 12.5 hectares.

3.1.4 The development is an improvement of the existing A30 Trunk Road in this location involving widening of the existing highway corridor and the construction of new lengths of highway to facilitate an improvement to the existing single carriageway section of the road between Carland Cross and Chiverton Cross.

3.2 Key Stages in the Consultation Process

3.2.1 In accordance with PINS Advice Note 14: Compiling the Consultation Report (April 2012), Table 3.2.1 below provides a chronological overview of the key stages in the consultation process to date.

Table 3.2.1 – Key Stages in Consultation Process

Date of consultation activity	Consultation activity undertaken
April 2004	Public consultation was held to seek the view of the public and stakeholders regarding the preferred route option.
March 2015	Engagement with public and collect feedback on potential improvements to the A30 between Carland Cross and Chiverton Cross.

Table 3.2.1 Key Stages in Consultation Process

[1] The Secretary of State for Transport delegated its function to Highways England through the Infrastructure Act 2015 and The Infrastructure Act 2015 (Strategic Highways Companies) (Consequential, Transitional and Savings Provisions) Regulations 2015.

3.2.2 Table 3.2.2 below provides details of the notices placed in the local papers in order to publicise the Public Engagement exercise & exhibition. A copy of the public notice can be found in Appendix A.

Table 3.2.2 – Publicity for Public Engagement Exercise		
Date	**Publication**	**Description**
18 March 2015	Cornish Guardian	'Have Your Say' Public Notice
19 March 2015	The West Briton	'Have Your Say' Public Notice

Table 3.2.2 Publicity for Public Engagement Exercise

3.3 Public Engagement Exercise

3.3.1 The public engagement exercise was held between 23 March 2015 and 8 May 2015.

3.3.2 A mail out to the residents of the adjacent Parishes as well as to the Statutory Consultees for the scheme took place week beginning 16 March 2015.

3.3.3 The Parishes included in the mail out were Chacewater, Crantock, Cubert, Kenwyn, Ladock, Perranzabuloe, St Allen, St Agnes, St Erme and St Newlyn East. Their locations can be seen in Appendix B.

3.3.4 A list of the Statutory Consultees contacted as part of the mail out can be found in Appendix C.

3.3.5 All recipients of the mail out received a covering letter, a Public Engagement Exhibition leaflet, a questionnaire and a pre-paid reply envelope. The provided materials can be found in Appendix D.

3.3.6 Details of the Scheme were also made available on the Cornwall Council website (http://www.cornwall.gov.uk/transport-and-streets/roads-highways-and-pavements/major-highway-schemes/a30-carland-cross-to-chiverton-cross-public-engagement/), and an online facility was created to enable responses to the engagement exercise. The Applicant provided email and telephone details to enable comment on the proposed Scheme, as well as Twitter and Facebook details enabling the public to keep up to date with the proposals.

3.4 Public Engagement Exhibition

3.4.1 Three separate public engagement exhibitions were held at local venues over three separate days.

3.4.2 The dates, times and location of the exhibitions can be found in Table 3.4 below.

Table 3.4 –Public Engagement Exhibition		
Date	**Times**	**Venue**
23 March 2015	10am to 8pm	Hawkins Arms, Zelah
24 March 2015	10am to 8pm	Methodist Chapel, Trispen
25 March 2015	8am to 6pm	Starbucks, Chiverton Cross

Table 3.4 Public Engagement Exhibition

3.4.3 Site notices were erected in the vicinity of the schemes publicising the engagement and exhibition. A copy of the site notice can be found in Appendix E, while the locations that the site notices were displayed can be found in Appendix F.

3.4.4 In addition site notices were provided by email to Cornwall Council's 27 public libraries, enabling them to print off a copy for display on the noticeboards.

3.4.5 In addition to the site notices, updates through the projects twitter feed and press releases were used to publicise the exhibitions as well as through the mail out and press releases.

3.4.6 The exhibition boards displayed can be found in Appendix G.

4 Historic Consultation

4.1 Introduction

4.1.1 Although PINS will rightly focus on the pre-application phases of public consultation the future application cannot be fully understood without an understanding of the considerable previous public consultations which have taken place in relation to proposals to improve the A30.

4.1.2 This section, therefore, sets out the consultation history of proposals to resolve the difficulties faced on the A30 between Carland Cross and Chiverton Cross. It will outline the first Highways Agency's (HA's) consultation on the 2004 preferred route proposals.

4.2 2004 Public Consultation and Exhibition

4.2.1 The twelve week Public Consultation on the preferred route begun in May 2004 and ended on 22 July 2004.

4.2.2 A two day exhibition on the proposals commenced the consultation on Friday 7 May 2004 (11am to 8pm) and Saturday 8 May 2004 (10am to 4pm) at Redruth Community Centre. A leaflet publicising the consultation can be found in Appendix H.

4.2.3 The route which was being consulted upon is shown on the leaflet in Appendix H and contained five new grade separated junctions at Carland Cross, Boxheater, Zelah, Chybucca and Chiverton Cross.

4.2.4 The consultation explained that an initial 27 on-line and off-line route options were identified, which were subsequently assessed and over a series of evaluation and consultations eliminated on either environmental, safety or engineering grounds, leaving one option.

4.2.5 The exhibition attracted 255 visitors and by the end of the consultation period, 336 responses were received.

4.2.6 The vast majority of responses, some 94.3% supported in principle the improvement along the length of the Trunk Road. Some 89.2% of responders found the details of the proposed route shown generally acceptable. Some 19.3% of the responses would like to see some changes to the proposals.

4.2.7 After the consultation it was recommended that the proposed route be taken forward to preferred route announcement and at detailed design stage due regard be given to the following issues that were identified during the Public Consultation:

- Investigate proposals to remove the possibility of exacerbating 'rat running' through the village of Zelah;

- Review the layout and design of the proposed Boxheater Junction;
- Review the provisions for NMU's and further consult directly with the various organisations on the proposals; and
- Review the proposed closure of the Allet Road.

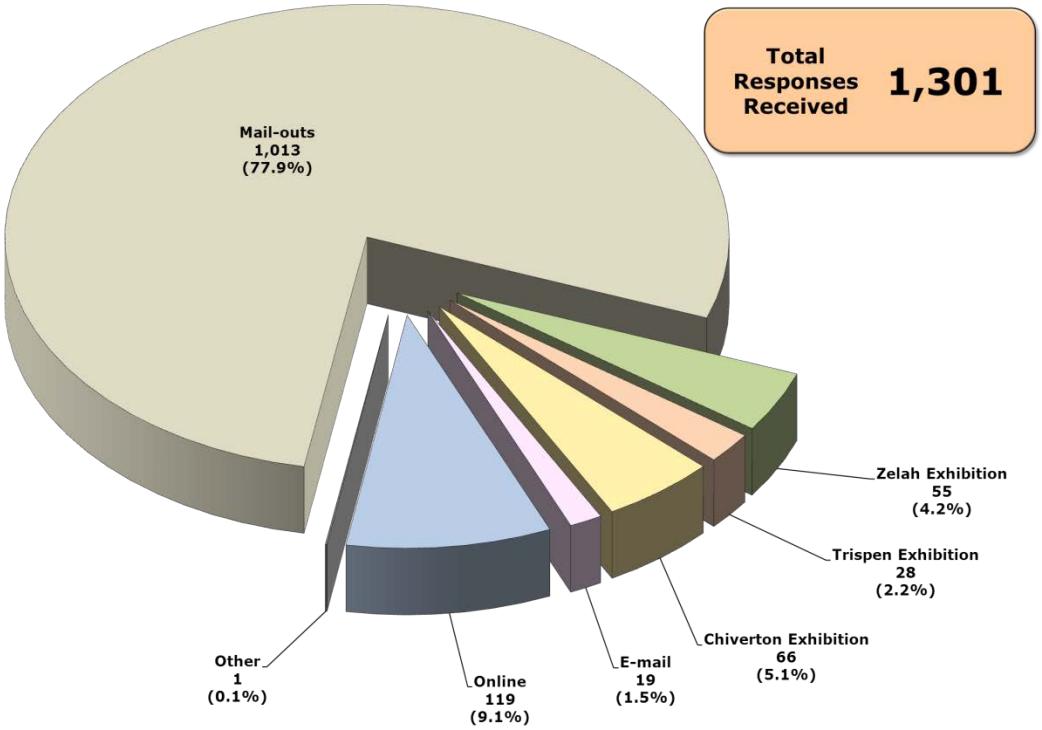
4.2.8 A Public Consultation Report produced by Hyder Consulting on behalf of the Highways Agency which summarises the exhibition and consultation can be found in Appendix I.

5 Method of Analysis for Feedback Comments

5.1 Introduction

5.1.1 This Section outlines how the comments received have been compiled and analysed in order to draw out the key themes.

5.2 Public Engagement Feedback Received



Graph 5.2 Method of Responses

5.2.1 Graph 5.2 above identifies the numbers who responded to the engagement exercise and the method with which they responded.

5.3 Analysis of Public Engagement Feedback

5.3.1 For each stage of the pre-application consultation the Applicant will follow the same process for analysing feedback. An overview of the process is set out in Figure 5.3.

5.3.2 The Applicant received a high level of responses during the public engagement exercise and as a result, it has adopted a thematic approach to analysing feedback, in accordance with PINS Advice Note 14 (April 2012).

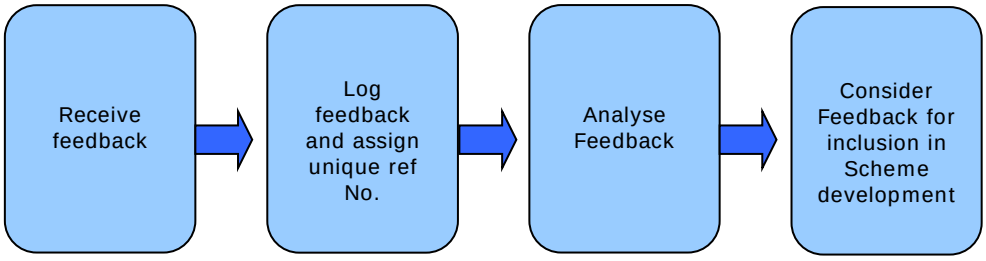


Figure 5.3: Feedback Analysis Process

5.3.3 By following the analysis process, monitoring the receipt of responses through the responses log and assigning a unique identifying reference number to each response received, the Applicant was able to ensure that no representation was overlooked.

5.3.4 Written feedback was received by letter, email, through online survey and through completed questionnaire.

5.3.5 The Applicant received no petitions or responses which utilised recognisable standard letters.

5.3.6 No matter how the feedback was received, the Applicant applied the same feedback approach. Prior to analysis, each feedback form was logged and given a unique reference number. To avoid an undue skewing of results by respondents replying more than once feedback was reviewed and instances of repetition recorded.

5.3.7 The questionnaire provided the format for the later analysis of the feedback received. It gave opportunities for both quantitative and qualitative assessment. The questionnaire, a copy of which is in can be found in Appendix D, was divided into the following questions:

Q1. Personal Details

Q2. About you and where you live

Q3. Do you support the concept of improving this stretch of the A30?

Q4. For what purpose do you generally use this section of the A30?

Q5. If you use the A30 regularly, where does your journey start and end?

Q6. What main mode of transport do you use now?

Q7. Would you be interested in an improved cycle network?

Q8. What currently works well/do you like about the existing route?

Q9. What doesn't work so well / do you not like about the existing route?

Q10. How could the route be improved through this project?

Q11. Do you have any additional comments or concerns about the impacts on connecting routes?

5.3.8 The quantitative assessment of the feedback was possible in terms of the numbers of responses received, type of respondent, date of receipt, location of respondent (where postcodes were provided) and responses to Questions 1 to 7 from the public engagement questionnaire.

5.3.9 The qualitative assessment of feedback broadly analysed the information received against the questions in the form.

5.3.10 Where feedback was received in a form other than the questionnaire, the Applicant assessed the feedback against the questions in the form where this was possible. Where it was not or it was not clear what the respondent's view on a particular question was then no view on the topic was assigned and the question left blank. The information was then assessed as per the feedback from the questionnaires.

5.3.11 Responses to the open Questions 8 to 11 were assessed by theme and by assessing whether the feedback contained supportive or neutral comments, issues, concerns or objections. This allowed the identification of the volume of feedback received against each theme.

5.4 Development of our Responses to Feedback

5.4.1 Once the identification and categorisation of the feedback received was complete, the Applicant was able to consider how that feedback might influence the development of the Scheme design.

5.4.2 The Applicant will have regard to engineering, environment, property, planning and community considerations in considering the responses. This multi-disciplinary approach will enable the Applicant to address the feedback and establish which could be incorporated into the Scheme's design. The Applicant will consider how feedback related to design standards, guidance, DfT, HE or Cornwall Council policies and planning considerations and how it fits with the aims of the Scheme. Other

aspects, such as cost and benefits or dis-benefits (in the context of the environment and community) will also be considered.

5.4.3 The Applicant also had regard to PINS Advice Note 14 (April 2012) which indicates that feedback should relate to site, route, design, form or scale of the Scheme.

5.4.4 Section 7 of this report set out how the Applicant will use the feedback received and how that feedback will influence the Scheme's design.

5.4.5 In this report the Applicant has identified and presented the representations by reference to issue raised.

5.4.6 To ensure compliance with the requirements of the Data Protection Act 1998 no names have been provided for respondents.

5.5 Presentation of our Findings

5.5.1 The findings are presented in graphical form and on maps, for ease of reference. The graphs and maps set out how the public responded to each question on the feedback form and where they remained silent.

5.5.2 Some key themes were also drawn from the more general comments, as many related to a small number of issues.

6 Public Engagement Exercise Feedback

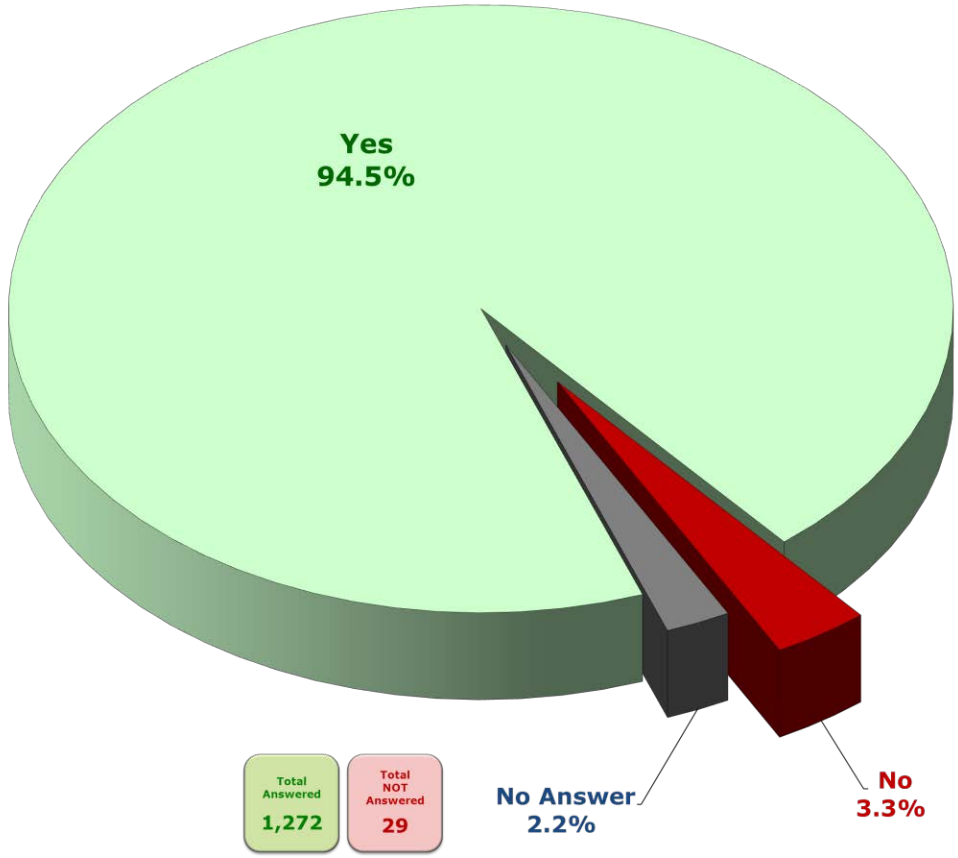
6.1 Introduction

6.1.1 The public engagement exercise did not contain a scheme design for discussion but sought to obtain feedback on the existing highway and seek opinion on how the route could be improved in order to shape the future route alignment design.

6.2 Analysis of Public Engagement Statistics

6.2.1 The key statistics from the engagement exercise are represented in the following graphs from 6.1 to 6.13. Further statistics are presented in drawings EDG0769_PA_PE01_00 to 12.

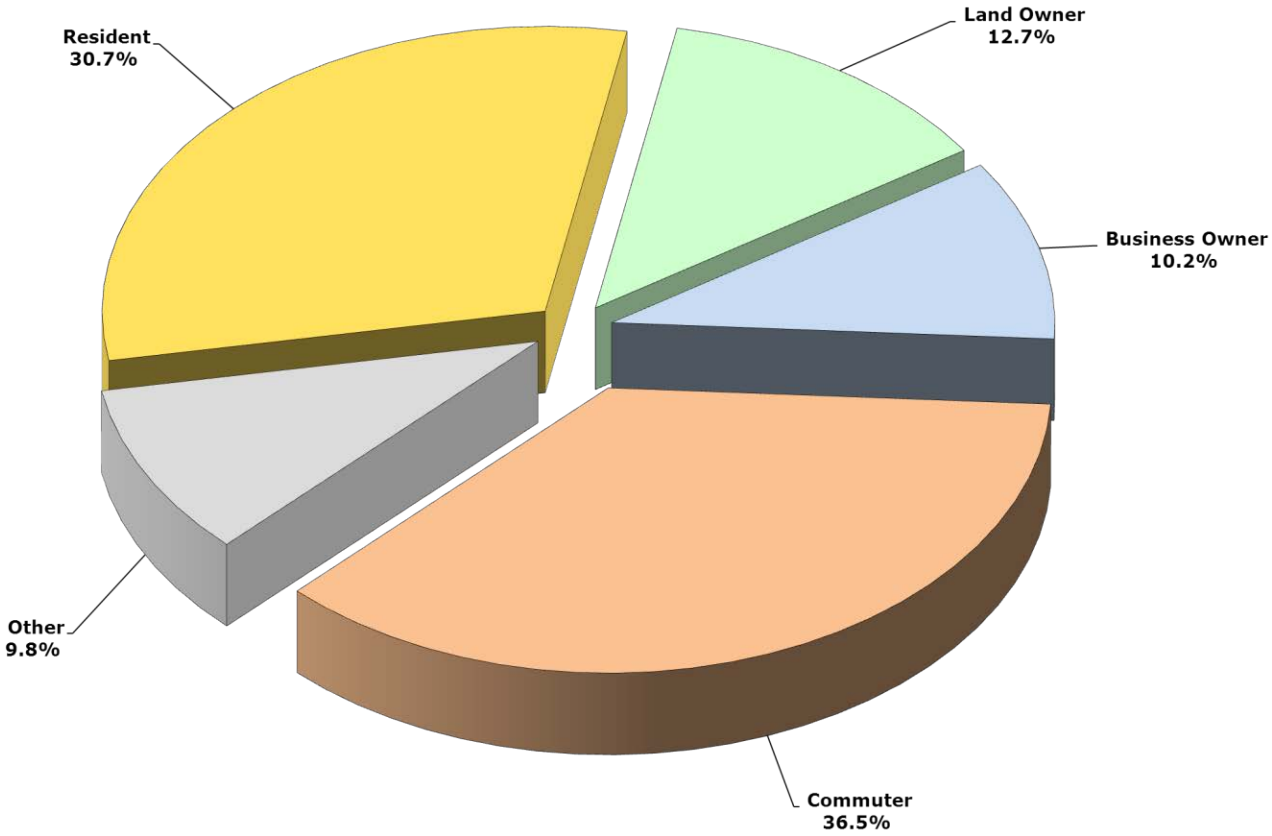
6.2.2 Drawing EDG0769_PA_PE01_00 shows the location of respondents, as split by postcode area.



Graph 6.1: Do you support the concept of improving this stretch of the A30?

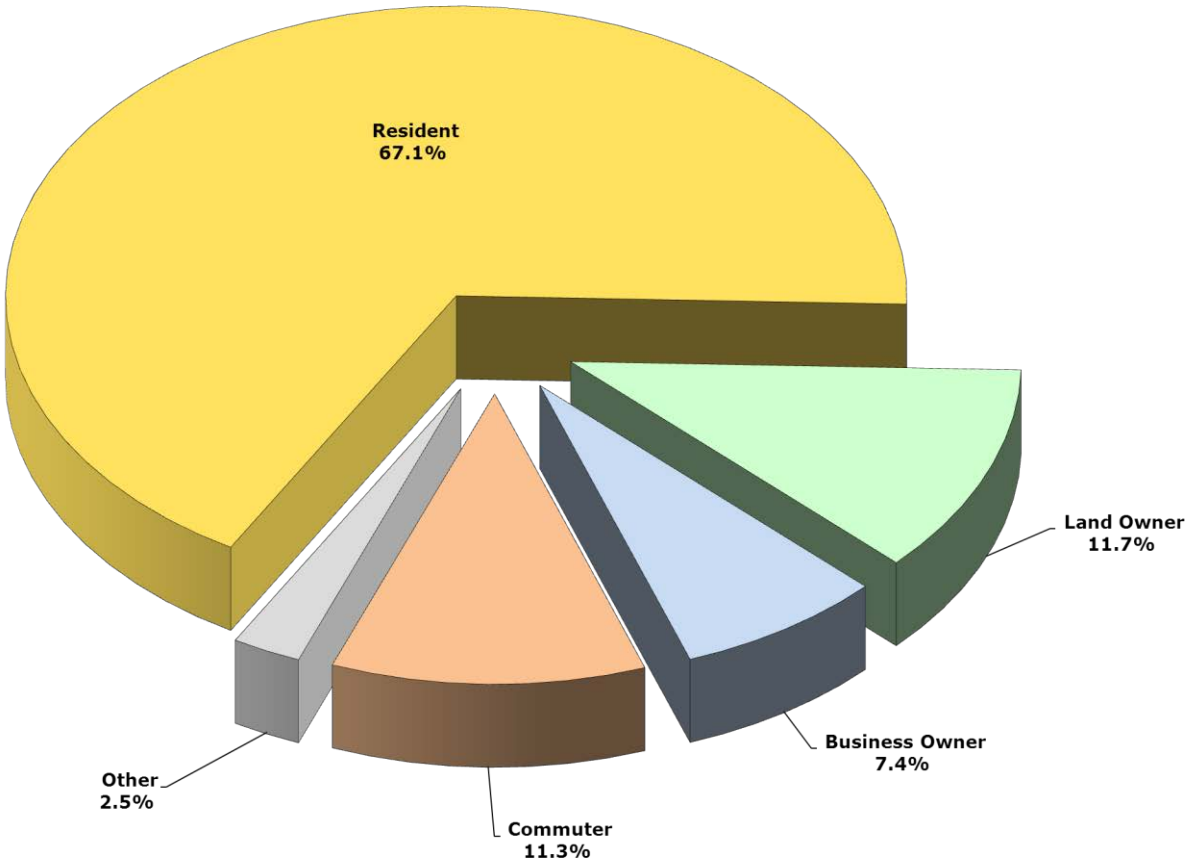
6.2.3 Graph 6.1 shows that the need for improving this stretch of the A30 is very much supported by the public. Only 3.3% of the public said that they did not support a scheme from all of the responses received. Drawing EDG0769_PA_PE01_01 shows the number of respondents in favour of the proposals by postcode area, while drawing EDG0769_PA_PE01_02 shows the number of respondents against the proposals by postcode area.

6.2.4 Graphs 6.2 to 6.5 (over the next four pages) show the percentage splits for responses to the question “About you and where you live”. A total of 1,284 people responded (17 did not answer the question) but many included their response in more than 1 category of respondent with a total of 2,015 answers given.



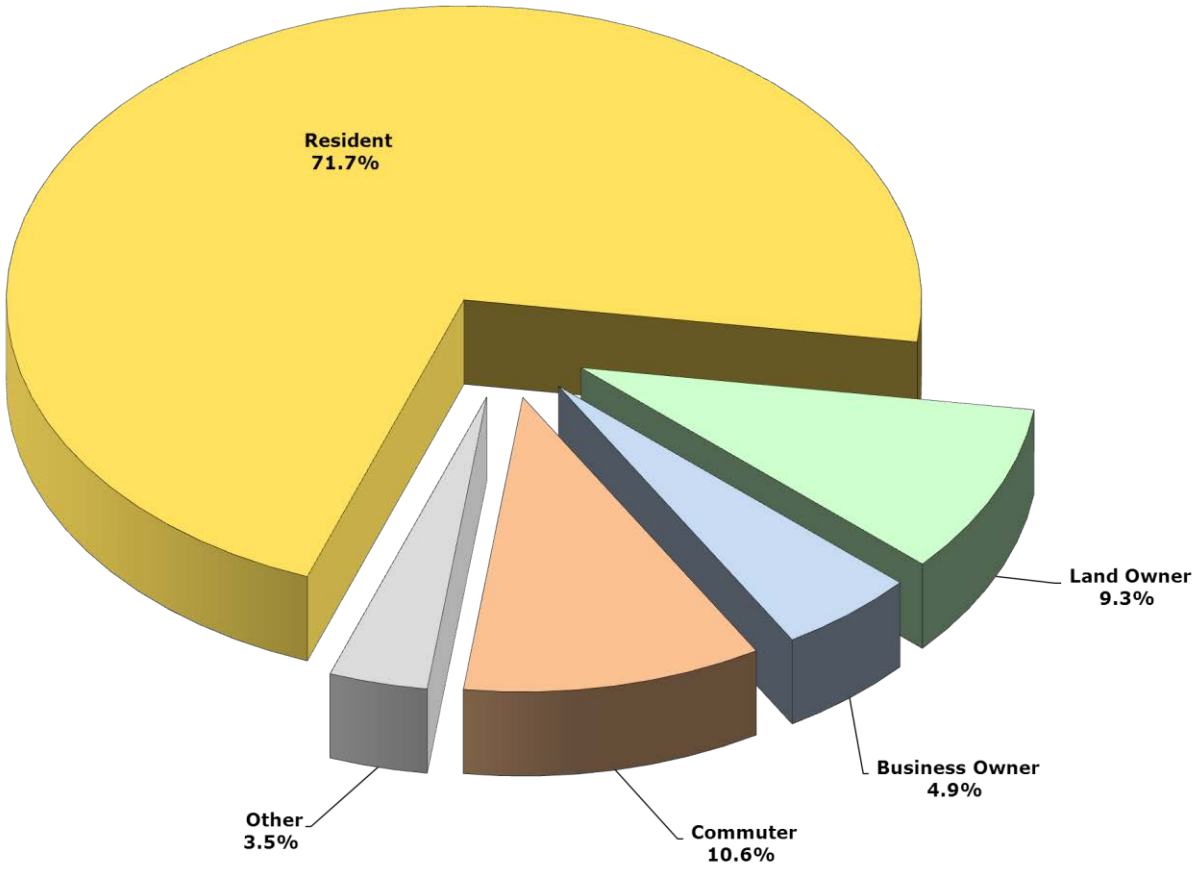
Graph 6.2: Respondents along the existing A30 route

(Percentage of responses received in questionnaire section)



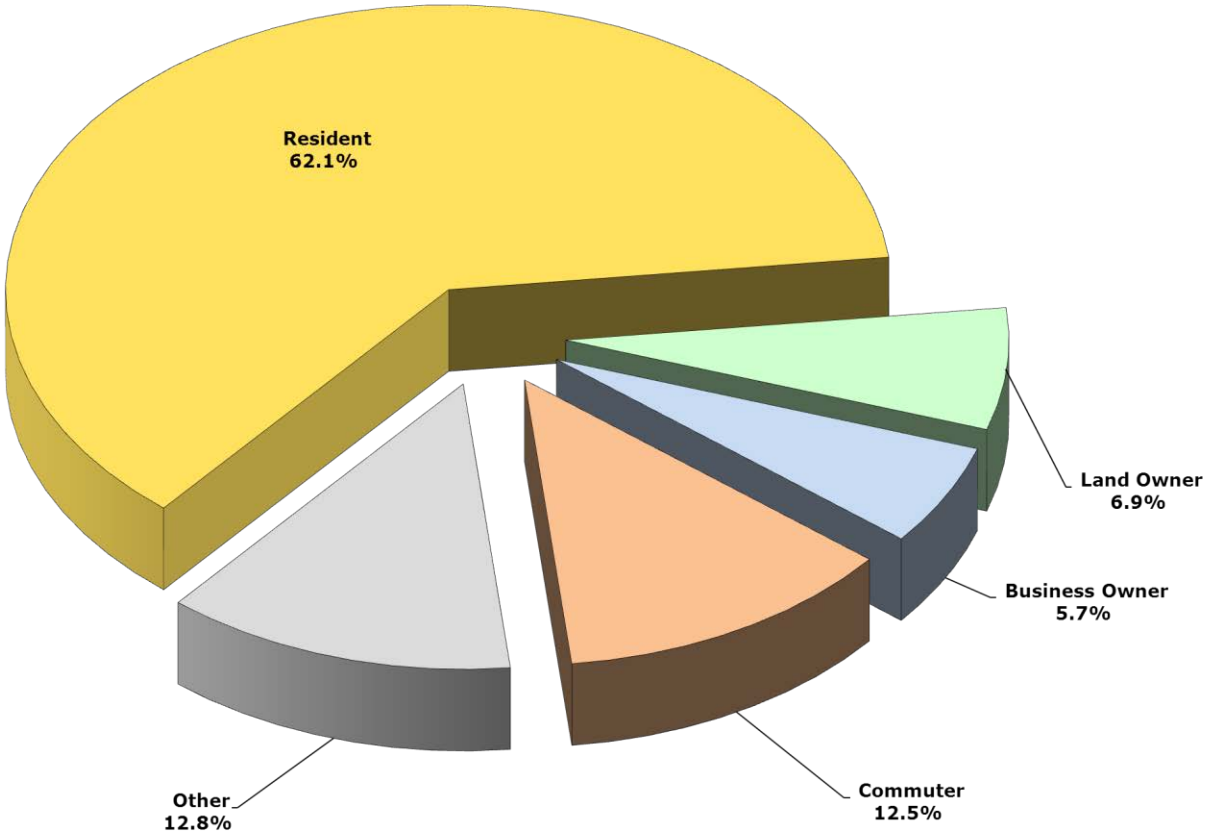
Graph 6.3: Respondents within 1km of the existing A30 route

(Percentage of responses received in questionnaire section)



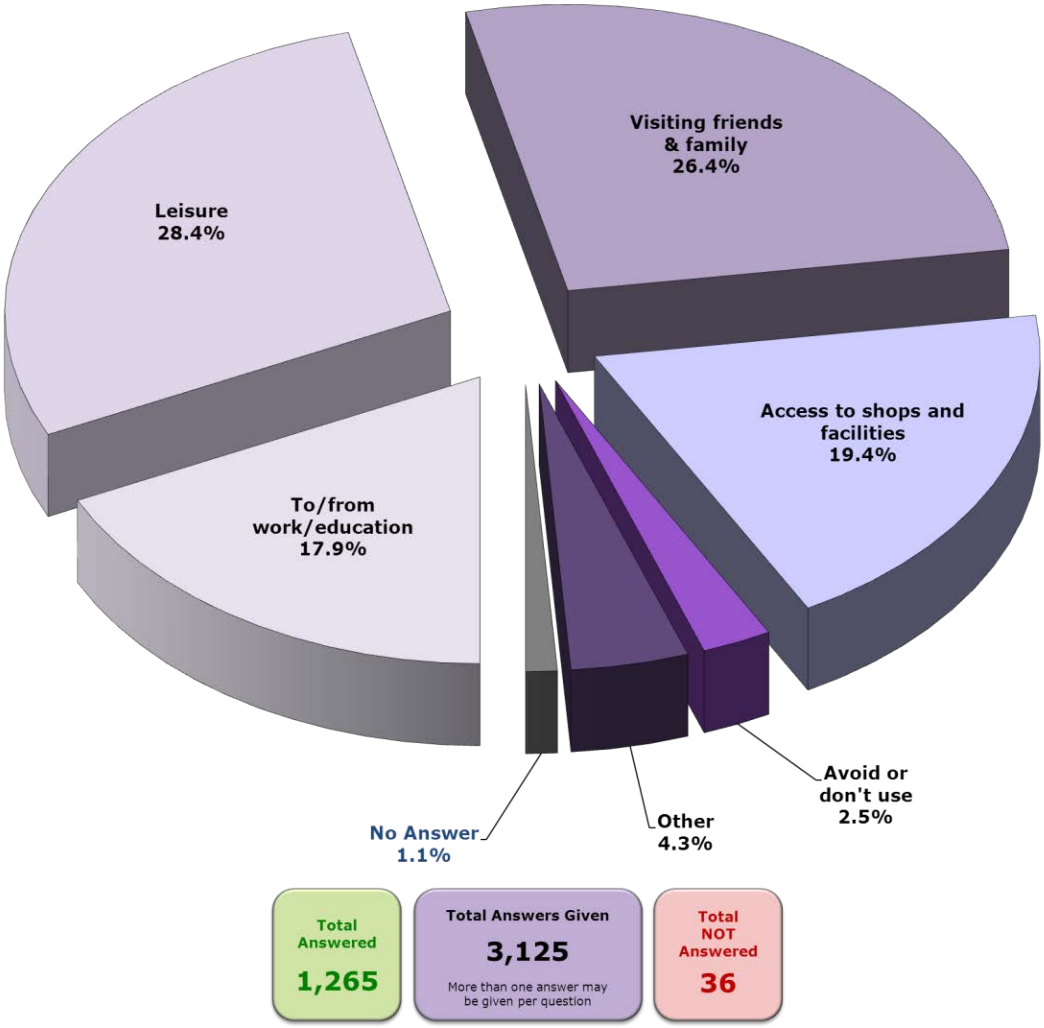
Graph 6.4: Respondents in one of the parishes the existing A30 runs through

(Percentage of responses received in questionnaire section)



Graph 6.5: Respondents who live elsewhere but have an interest in this project

(Percentage of responses received in questionnaire section)

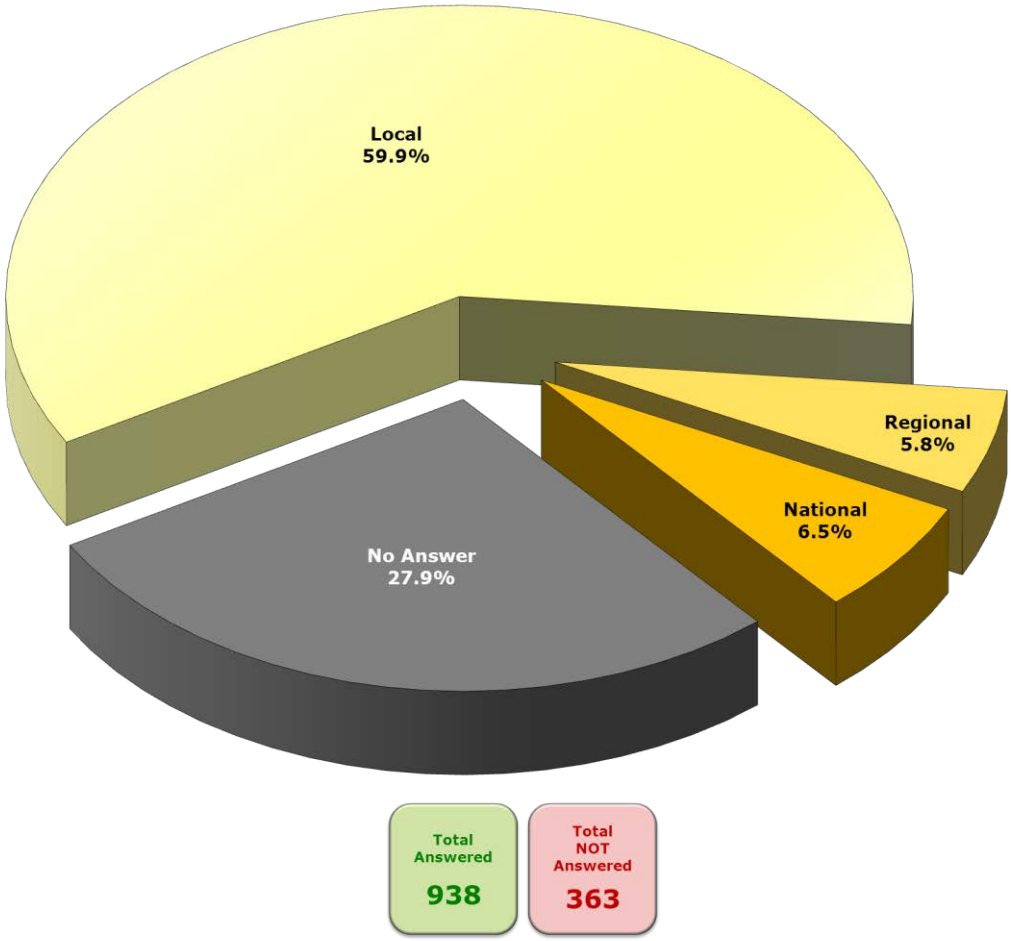


Graph 6.6: For what purpose do you generally use this section of the A30?

(Percentage of responses received in questionnaire section)

6.2.5 Graph 6.6 shows the general purpose of using the existing section of the A30. Use for Leisure (28.4%) and visiting friends and family (26.4%) were the largest responses. A total of 1,265 people responded to this question, but many respondents ticked multiple answers giving a total of 3,125 responses.

6.2.6 The responses provided to this question shows that the A30 is used for a wide variety of purposes and not just for commuting.



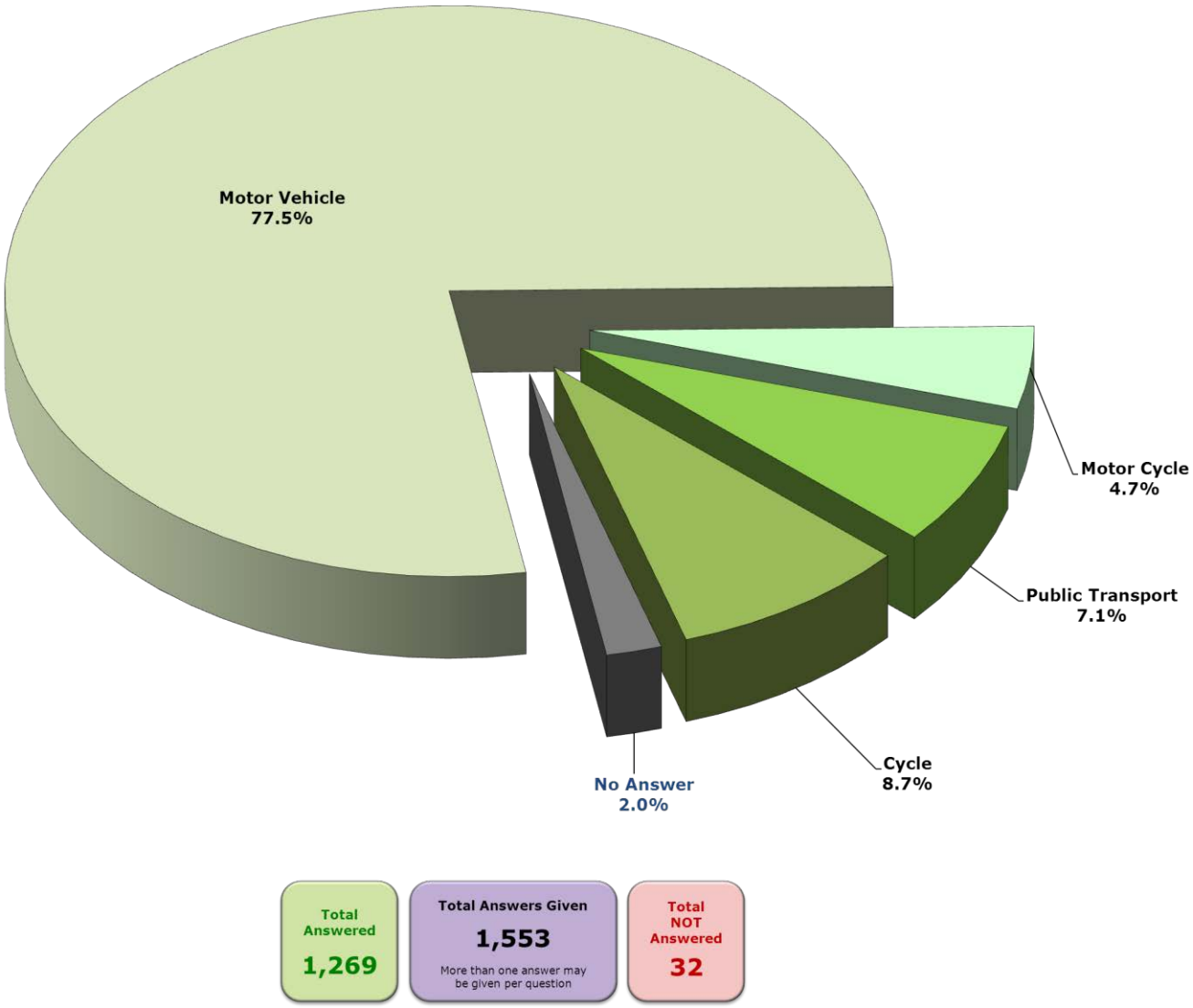
Graph 6.7: If you use the A30 regularly, where does your journey start and end?

(Percentage of responses received in questionnaire section)

6.2.7 Graph 6.7 shows the responses to the question about the start and end destination for journeys using the A30. Since a wide range of destinations were given, they have been grouped into local, regional or national categories.

6.2.8 Local travel are journeys with destinations to the south of Bodmin, Regional are to those destinations between Exeter and Bodmin, with National being all those destinations past Exeter. The majority of responses had been given as “local” use (59.9%).

6.2.9 Drawings EDG0769_PA_PE01_03 to 05 show the number of respondents carrying out predominantly local, regional and national journeys as shown by postcode area.



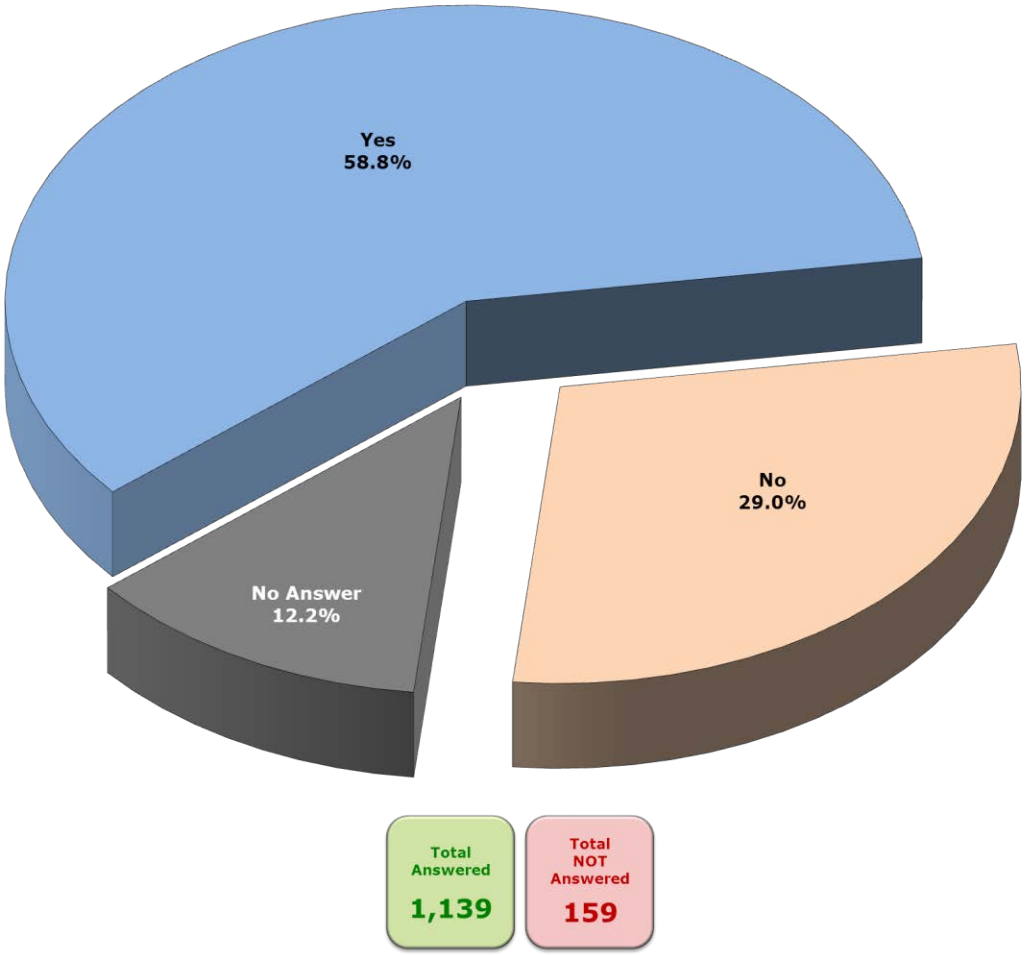
Graph 6.8: What main mode of transport do you use now?

(Percentage of responses received in questionnaire section)

6.2.10 Graph 6.8 shows the main transportation mode that the respondents use. The majority, as would be expected, state that they predominantly use the motor vehicle (77.5%), though as can be seen from the number of answers; many respondents selected more than one category.

6.2.11 The number of respondents who state that the pedal cycle is their main mode of transport is higher than would be expected for the Trunk Road. This may be due to a number of reasons, namely the respondents selected more than 1 category, that the respondents use cycles for either leisure or commuting (though not necessarily on the A30 which was not stipulated in the question), or that a high percentage of people with an interest in cycling attended the exhibition and responded to the engagement exercise.

6.2.12 Drawings EDG0769_PA_PE01_06 to 09 show the number of respondents stating that the main mode of transport are either motor vehicle, motor cycles, public transport or cycling as shown by postcode area.

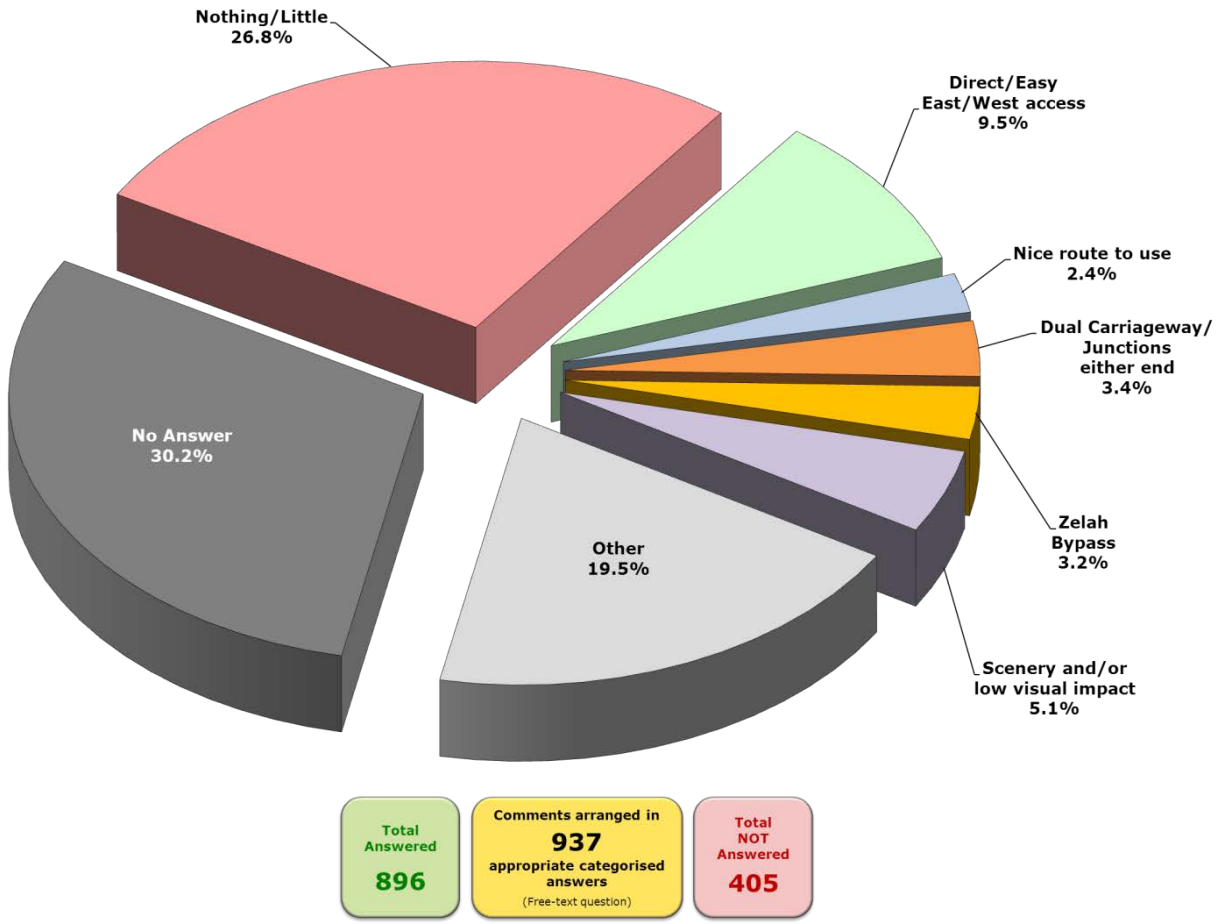


Graph 6.9: Would you be interested in an improved cycle network?

(Percentage of responses received in questionnaire section)

6.2.13 Graph 6.9 shows the percentage of respondents who would support an improved cycle network for the route (58.8%).

6.2.14 Drawing EDG0769_PA_PE01_10 shows the number of respondents in favour of improved cycling facilities by postcode area, while drawing EDG0769_PA_PE01_11 shows the number of respondents against improved cycling facilities as shown by postcode area.

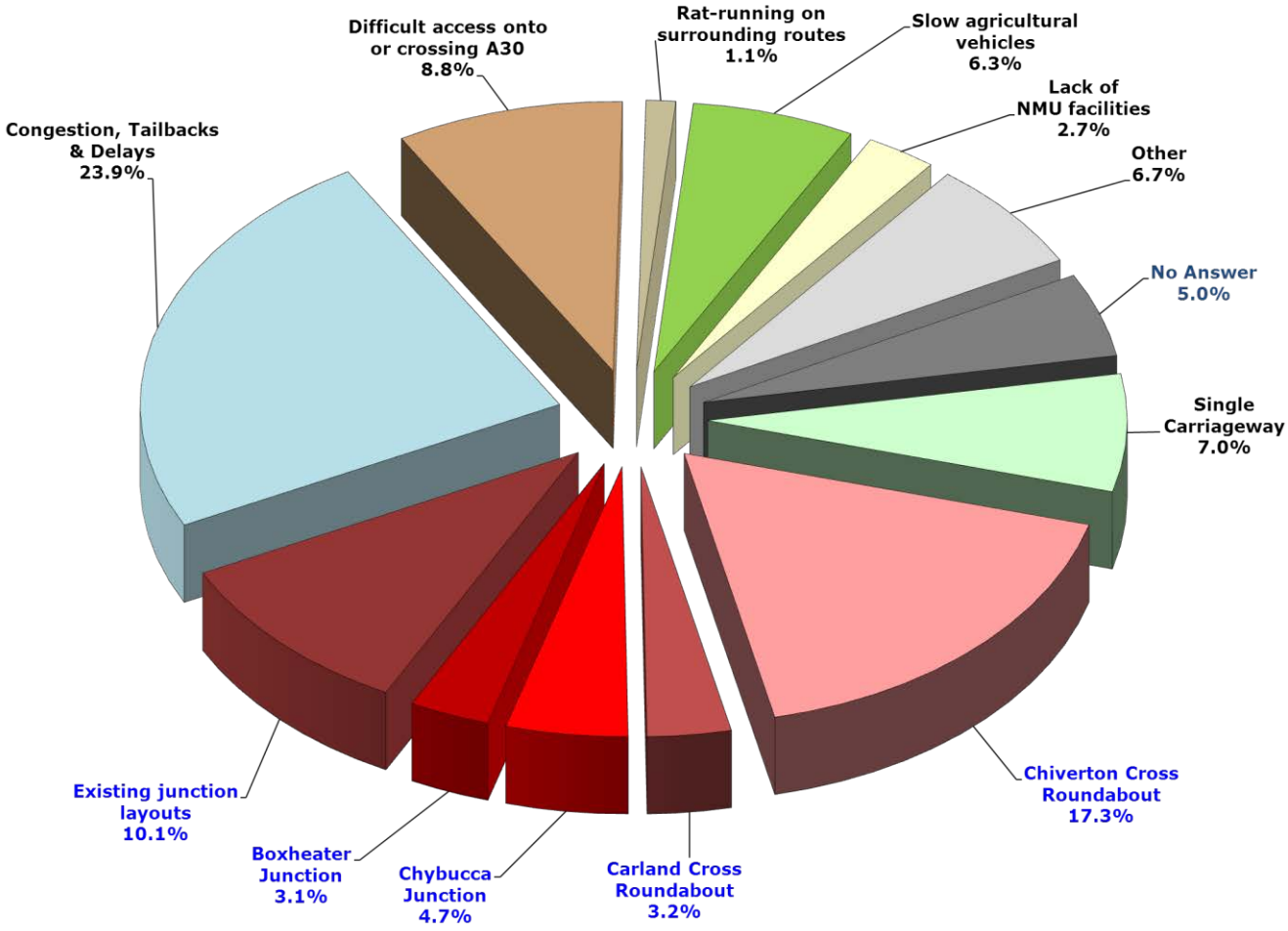


Graph 6.10: What currently works well/do you like about the existing route?
(Percentage of responses received in questionnaire section)

6.2.15 Graph 6.10 shows the responses to a free text answer and was used to gauge how the respondents feel about the existing route. The responses were grouped into the main themes – the largest theme was the answer of liking 'little or nothing' about the existing route (26.8%). A high percentage of people did not respond to this question (30.2%) which may be attributed to not having something positive to say on the existing route.

6.2.16 Nearly a fifth of the responses (19.5%) have been grouped into a single category called 'other'. These responses are a collection of the answers given that was not classified as a main theme as they received a lower number of responses.

6.2.17 The responses grouped into the 'others' category can be found in Appendix J.

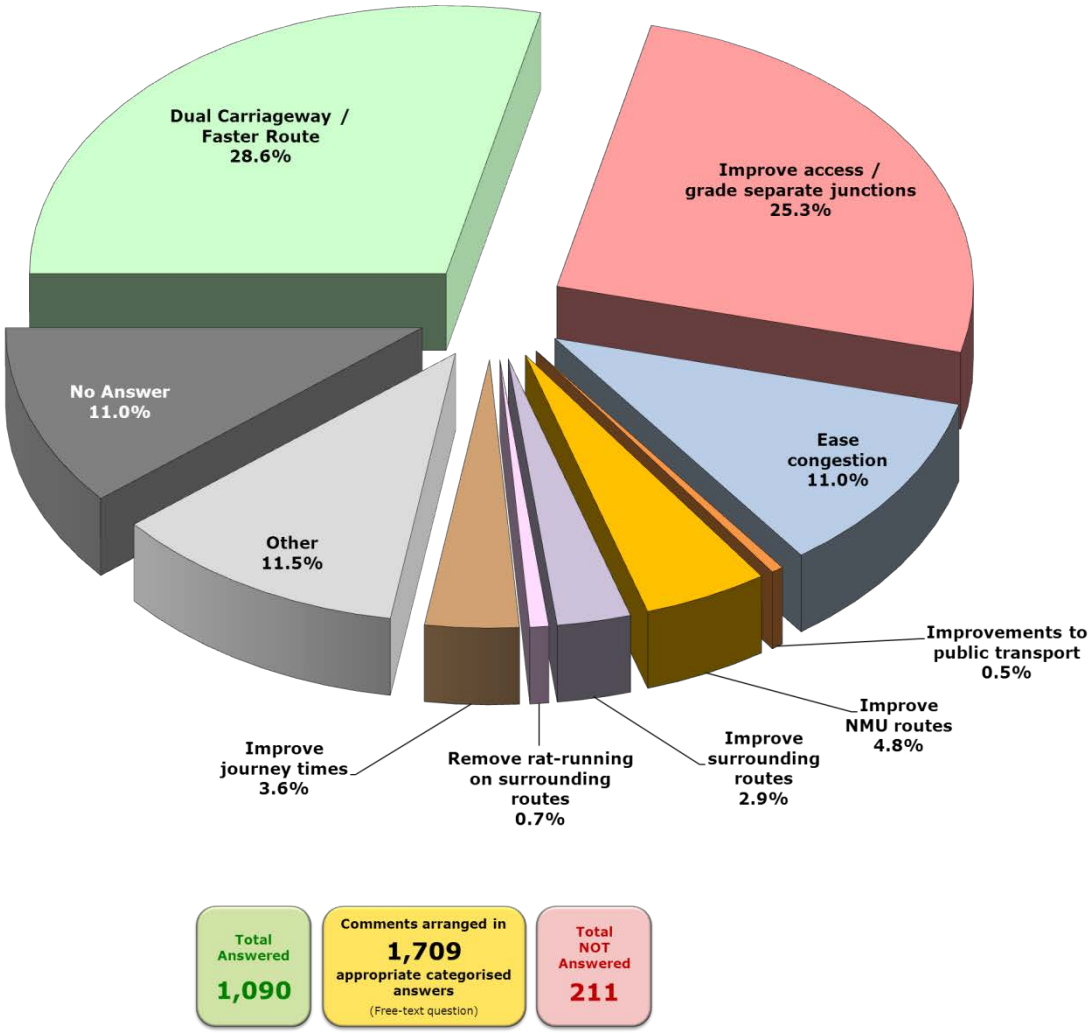


Graph 6.11: What doesn't work well/do you not like about the existing route?
(Percentage of responses received in questionnaire section)

6.2.18 Graph 6.11 was used to show what the respondents disliked about the existing route. The most prominent themes surrounded concerns over the existing Congestion, Tailbacks and Delays (23.9%) with Chiverton Cross Roundabout also scoring highly at 17.3%. Concern over the junctions throughout the Scheme attributed to a total of 38.4% of the total responses.

6.2.19 The responses grouped into the 'others' category (6.7%) can be found in Appendix K.

Note: In Graphs 6.11, 6.12 and 6.13 reference is made to NMU – this refers to Non-Motorised Users such as pedestrians & cyclists etc.

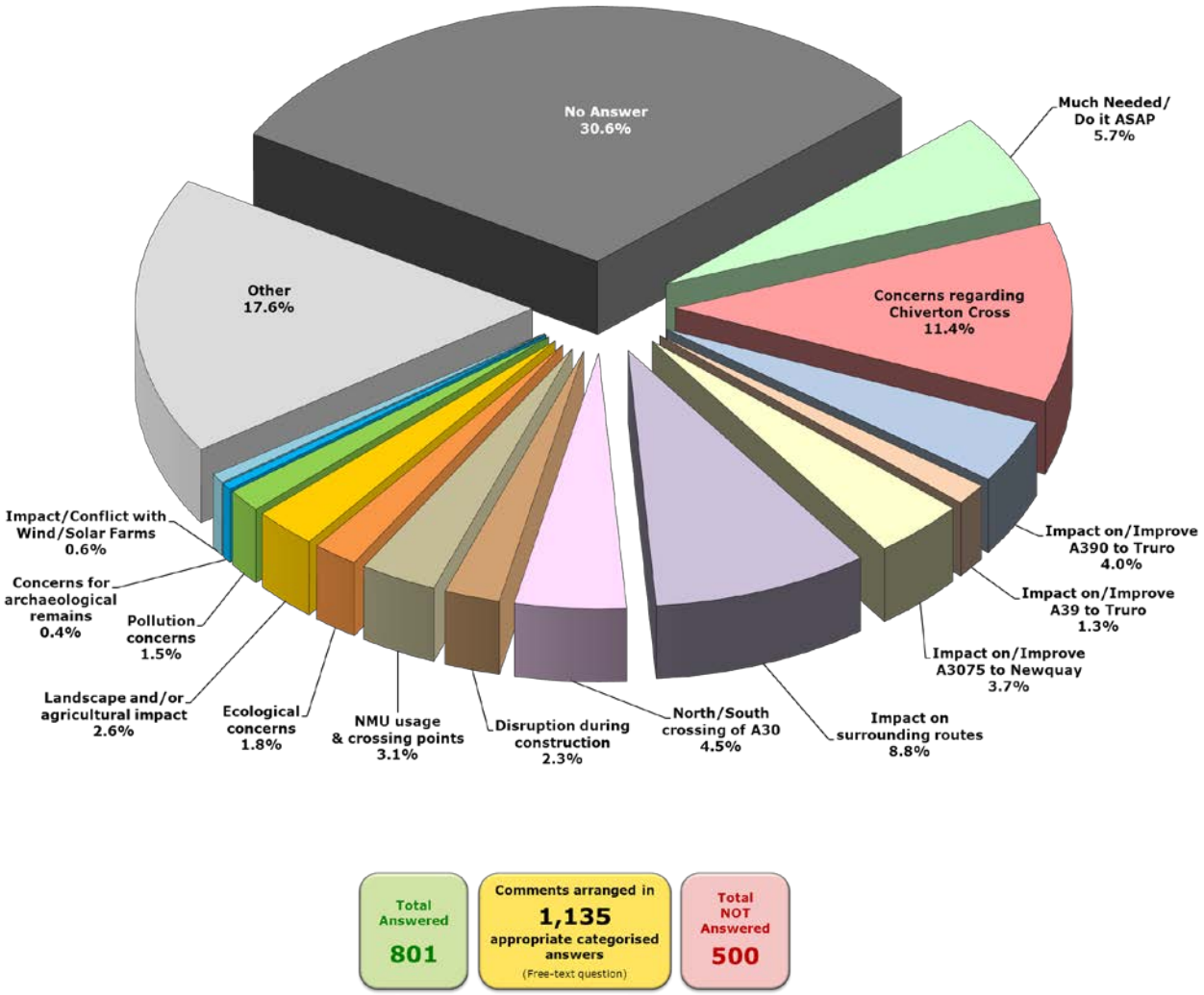


Graph 6.12: How could the route be improved through this project?

(Percentage of responses received in questionnaire section)

6.2.20 Graph 6.12 shows the opinions of the respondents on how they would like to see the section of the A30 improved. The highest percentage (28.6%) would like to see the route improved to a dual carriageway and a further 25.3% for grade separated junctions.

6.2.21 The responses grouped into the 'others' category (11.5%) can be found in Appendix L.



Graph 6.13: Do you have any additional comments or concerns about the impacts on connecting routes?

(Percentage of responses received in questionnaire section)

6.2.22 Graph 6.13 shows the responses to the free question where additional comments or concerns about the impacts on connecting routes could be made. This question provided a wide range of answers with 11.4% having concerns over Chiverton Cross roundabout, 8.8% concerned over the impact on surrounding routes, while the majority of respondents (30.6%) did not answer this question.

6.2.23 A total of 22.3% raised concerns over the impact that the Scheme may have on the existing side roads of the A39, A390 and A3075 as well as the ability to cross the A30.

6.2.24 The responses grouped into the 'others' category (17.6%) can be found in Appendix M.

7 Applicant's Use of Public Engagement Feedback

7.1.1 The public engagement exercise gave local residents and users of the highway the opportunity to comment on the existing road and to suggest improvements that should be considered as part of the route feasibility study.

7.1.2 As the route of the proposed road improvement has, at this stage not yet been identified, respondents were able to make a wide range of suggestions to improve the route and be able to identify problems with the road from their individual perspectives.

7.1.3 The main themes highlighted in this report will be fully considered by the Applicant in the development of the Scheme.

7.1.4 A separate exercise of reviewing the individual responses will also be undertaken since some of the issues raised may not be experienced by a large group of people to have been quantified as a theme for inclusion in this report. The comments however, may be just as valid as the main themes.

7.1.5 Although all requests will not necessarily be included in the design, a process of evaluating and sifting the responses will be undertaken to ensure that those that would add benefit to the Scheme are included.

7.1.6 Those requests that were received during this Public Engagement exercise and included in the route design will be recorded and reported in later pre-application consultation reports. This will enable the Applicant to demonstrate the engagement undertaken with the Wider Community as well as the iterative design process that will be undertaken.

7.1.7 This document will be made available through the project website, where members of the public will be able to read and download a copy of the report.

8 Conclusions

8.1.1 The Applicant has complied with PA 2008 and where applicable followed the relevant DCLG guidance and PINS advice notes throughout the public engagement process and in the writing of this report.

8.1.2 The engagement process has presented the opportunity for respondents to influence the final shape of the Scheme proposals. The Applicant has also been able to narrow down the issues which need to be addressed during the development of the design and throughout the DCO application process.

8.1.3 The Applicant sees this public engagement exercise as the start of an iterative consultation process with consultees in relation to the progression of the Scheme. Further pre-application consultation will be undertaken with statutory consultees at key stages, and will be ongoing throughout the Scheme development with affected persons, land owners and statutory environmental bodies.

8.1.4 The results of the engagement show an overwhelming support for an improvement Scheme on the A30, not just in the local area but across the whole of the county. The majority of comments received displayed a preference to see the road improved to dual carriageway standard with fully grade separated junctions and the removal of the two roundabouts at Carland Cross and Chiverton Cross. Concern was raised over the impact that the scheme may have on the side road networks and the ability to cross the A30 which will need to be carefully considered in the development of the Scheme design.

Appendix B Report on Public Consultation (June 2017) and Appendices, including Addendum to Report on Public Consultation

highways england

European Union
European Regional Development Fund

A30 Chiverton to Carland Cross Improvement Scheme

Report on Public Consultation

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The A30 Chiverton to Carland Cross Improvement scheme is part of the Department for Transport Road Investment Programme, being delivered by Highways England, and is receiving a funding contribution of up to £8m from the European Regional Development Fund to support the development phase of the scheme.

This document has been prepared on behalf of Highways England by WSP.

Executive Summary

General

Highways England intends to improve the A30 to the north of Truro between Chiverton and Carland Cross. The proposal will create a new dual carriageway whilst retaining the existing road as a route for local traffic. This will relieve congestion and improve access between communities, workplaces and local services.

As part of the scheme development, Highways England held a public consultation in from 15 October to 2 December 2016 to:

- raise awareness and understanding of the need and rationale for the proposed improvements
- obtain objective feedback to enable the scheme design to be refined and developed
- identify any opportunities to improve the proposal

The plans were discussed with councillors, key stakeholders and affected landowners and occupiers before being presented to the public at 4 staffed events. Feedback was collected in a questionnaire, which was available at the staffed events, four deposit points and could be completed online.

The public exhibition events contained information boards and plans of the proposed route. Members of the project team attended to explain the proposals, answer any questions and listen to local feedback. The events were held at the following locations:

- St. Erme Community Centre – Saturday 15 October 2016;
- Shortlanesend Village Hall – Wednesday 19 October 2016;
- Blackwater Community Primary School – Thursday 20 October 2016; and
- Perranzabuloe Parish Rooms – Thursday 24 November 2016.

The events were publicised through a combination of formal letters and press releases as well as through the Highways England website and local community groups.

Route presented at consultation

At the consultation, a single route with two alignment options at Chybucca was presented. The proposal included the creation of a new dual carriageway running to the north of the existing A30 between Chiverton and Chybucca and to the south between Chybucca and Carland Cross. The existing A30 would be retained as a local route.

The scheme presented also included:

- new junctions at Chiverton and Carland Cross built on two levels to allow traffic to flow freely
- a new bridge at Chybucca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway
- 6 crossing points where local roads cross the new road using under or over bridges
- environmental mitigation including planting, habitat creation and species protection
- new road drainage discharging into local watercourses with ponds to control water quality and flow rates.

Overall consultation responses and results

The exhibitions were well attended with visitor numbers spread quite evenly across the 4 exhibitions, information gathered demonstrated a good geographical distribution of attendees. Below is a summary of key numbers:

- 835 visitors across the 4 exhibitions
- 1,400 questionnaire taken
- 698 responses received
- 52 direct communications (letter/email)

Analysis of responses shows an overwhelming support for the scheme:

- 95% respondents supported the need for the scheme
- 92% support for dual carriageway with free-flowing junctions
- 86% support for retention of existing A30 as a local route

The main concerns expressed by attendees and respondents were:

- Chiverton Cross Junction – concerns over capacity and length of detour (St Agnes to Truro)
- severance of useful farming land throughout the length of the scheme
- alignment at Chybucca – separation of the two properties at Callestick Vean Farm
- lack of east facing slip roads at Chybucca
- negative impact on Nancarrow Farm
- poor connectivity between Zelah and the parish of St. Allen

The project team investigated and assessed the ideas and proposals made during the public consultation, assessing 21 alternative sections. As a result the following alternative alignments were recommended for further detailed assessment against the consultation layout:

- Chiverton Cross:
  - Western Gyratory - relocation of proposed junction west and layout amended to single gyratory
  - Eastern Gyratory - relocation of proposed junction east and layout amended to single gyratory
- All movements at Chybucca – addition of east facing slip roads at the Chybucca junction
- Chybucca online to Tresawsen – proposed alignment amended to use more existing highway
- Carland Cross – amendments to junction layout

The overall benefit of alternatives proposed between Marazanvose to Zelah bypass were not so clear. The following alternatives remained:

- Marazanvose to Zelah:
  - South with local route on existing A30
  - North Option 1 with local route on existing A30 through Marazanvose
  - North Option 2 with diverted local route to the north

As the suggested alternatives could have significant impact on local stakeholders and landowners, Highways England undertook further discussions with those potentially affected by means of:

- private meetings with affected landowners
- an information-gathering event at Shortlanesend Village Hall on Wednesday 08 February

The event presented alternatives in addition to the consultation route. These are shown in Figure 0-1 below.

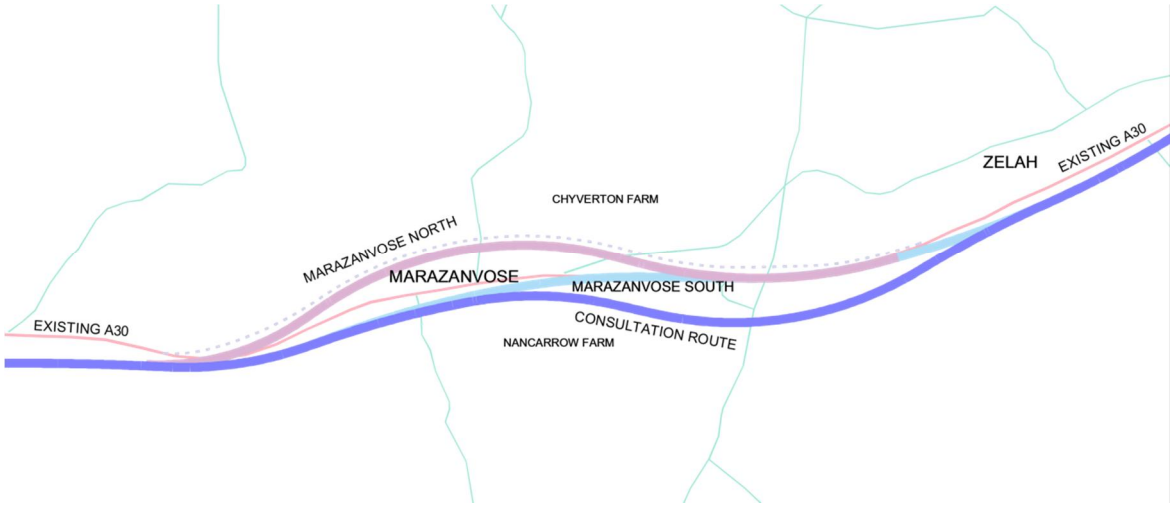

Figure 0-1: Information-gather event alternatives

86 people attended the event and 30 responded using the form available at the event. There were 5 direct communications received in the form of letters or emails and a petition.

Responses highlighted that the alternatives do have distinctly different effects on local businesses. Routes to the south have an effect on Marazan Farm campsite and Nancarrow Farm, routes to the north affect Chyverton Park and their equestrian facilities.

Those living alongside the existing A30, particularly at Marazanvose, were concerned about the difficulty in managing the speed of vehicles using the local route, others were concerned about the need to maintain the local route as an uninterrupted side road from Chybucca to Carland Cross. Since the alternatives tie into the western end of the existing Zelah bypass, there was a concern that disruption during the construction period would be higher, potentially leading to more vehicles rat running through Zelah village. Feedback showed that, collectively, local residents were happy with the consultation route and did not see the need to consider alternatives. This was highlighted in a petition containing 45 signatures which read:

"We the undersigned think that the original 2016 proposal to dual the Chiverton to Carland A30 provides the most elegant solution which provides a free flowing local road and the best solution to reduce Zelah rat run."

Conclusions

The majority of the public favoured the consultation alignment. The public felt that the proposed Chiverton Cross junction should be moved closer to its existing location and that Chybucca should be upgraded to allow movements in all directions on and off of the proposed dual carriageway. Residents in Marazanvose were conflicted on the choice of alternatives suggested in the area, but the Marazanvose South alternative minimises impact on those who are affected. Publicity of the consultation was wide spread, however inclusion of Truro will be reviewed prior to the next round of communications.

Next steps

Following on from this report, the Scheme Assessment Report will provide detail on the selection of a preferred route, the announcement of which is currently planned for summer 2017.

These improvements require a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The DCO application is intended to be made in spring 2018. Prior to the application, we will undertake further public consultation on our detailed design proposals, key dates are listed below.

Dates	Milestone
Summer 2017	Announce preferred route
Autumn 2017	Statutory pre-application consultation
Spring 2018	Submit Development Consent Order application
Spring 2018	Individuals and interested parties register
Summer 2018	Start of DCO hearing (examination)
Summer 2019	Secretary of State Decision on DCO application
Spring 2020	Start construction
Winter 2022/2023	End of construction

1 Introduction

1.1 Aim

This report describes the autumn 2016 consultation for the A30 Chiverton to Carland Cross scheme, highlighting the choices offered and the manner in which the scheme was presented. Feedback from the consultation is analysed, discussed and the findings summarised.

1.2 Introduction to the scheme

The A30 provides a vital link between Penzance and the M5 motorway at Exeter connecting people, businesses and communities. Together with the A38, it is one of the two key roads connecting Cornwall with Devon and counties to the east. The section between Chiverton and Carland Cross has a dual function, providing both a strategic east-west link and also accommodating local traffic movements, particularly the north south flow of traffic between communities and workplaces. While the majority of the A30 is of dual carriageway standard, the section between Chiverton and Carland Cross is still single carriageway.

Highways England intends to improve the A30 to the north of Truro between Chiverton and Carland Cross. The proposal will create a new dual carriageway whilst retaining as route for local traffic. This will relieve congestion and improve access between communities, workplaces and local services.

The location of the scheme is shown in Figure 1-1 below.

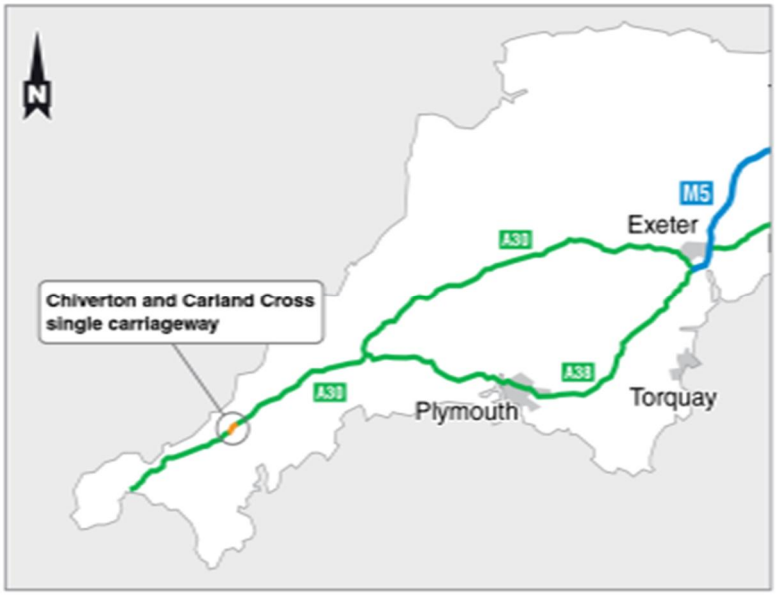

Figure 1-1: Location Plan

1.3 Scheme Objectives

The objectives of the scheme are to:

- **Reduce congestion:** making the route between Chiverton and Carland Cross more reliable, reducing journey times and providing capacity for future traffic growth
- **Unlock growth:** contributing to regeneration and sustainable economic growth by supporting employment and residential development opportunities
- **Connect communities:** making journeys easier by separating the strategic road network from local traffic, providing new bridges to cross the A30 and maintaining a route for local traffic and non-motorised users
- **Improve safety, operation and efficiency:** designing the proposed scheme to modern highway standards which are appropriate for a strategic road
- **Protect the environment:** by minimising adverse impacts and where possible delivering enhancements to the environment
- **Minimise disruption:** during construction.

The objectives were developed through workshops with key local stakeholders; they align to the expected outcomes of the Government's Road Investment Strategy and the strategic outcomes Highways England is tasked with delivering.

1.4 Scheme history

A previous scheme to improve this section of road was presented for consultation in 2004. A preferred route was announced in 2005, this route is often referred to as "The 2005 Route", but the scheme was not developed further at that time after being categorised as a longer-term scheme by the South West Regional Assembly.

The scheme was reintroduced in December 2014 as part of the Government's first Road Investment Strategy, which covers the period 2015 to 2020. This policy document sets out the vision for the strategic road network nationally and includes a commitment to improve the A30 between Chiverton and Carland Cross to dual carriageway standard.

In 2015, development work commenced on the current scheme, at the same time Cornwall Council arranged public engagement events to seek feedback on issues with the existing A30 and how the road could be improved. The engagement showed overwhelming support for an improvement to this section of the A30, both locally and from across Cornwall. The majority of comments received indicated a desire to see the road improved to a dual carriageway with junctions built on two levels (grade separated) to replace the roundabouts at Chiverton and Carland Cross.

Feedback on the existing route received as part of the engagement indicated there were limited aspects that people believed worked well. Features disliked included the junctions, congestion and delay, difficulties accessing onto and crossing the A30, and slow moving agricultural vehicles.

Suggested improvements included:

- Improved journey times and easing congestion
- Provision of a dual carriageway / faster route
- Improved access / grade separated junctions
- Remove rat running / improvement of surrounding routes
- Improvement of non-motorised user routes

Specific comments also included a number of concerns about the impact on the A390 to Truro, the A39 to Truro and the A3075 to Newquay at Chiverton Cross, construction related disruption, impacts on surrounding routes and north / south crossing of A30 – including non-motorised user provision, including crossing points. In addition, environmental concerns including ecology, landscape, agriculture and archaeology also featured in feedback

These comments were used to inform the scheme development to the design presented at the Highways England consultation in autumn 2016, primarily the provision of a dual carriageway with free flowing junctions and the use of the existing A30 as a route suitable for local traffic and non-motorised users.

1.5 Developing the Scheme

Using the 2005 route as a starting point, and information gathered through the 2015 public engagement, two route options were initially developed. One option was based on the 2005 route, which used parts of the existing A30 at Chybucca and Zelah. The other option that was developed did not use the existing road, allowing this to be retained as a route for local traffic and non-motorised users.

The two routes shared common features and were identical for large parts of their length due to physical constraints such as steep sided valleys, farm buildings and renewable energy developments. Through a process of design and engineering, environmental and traffic assessment, these two options were refined into the solution presented at the consultations.

2 Consultation

2.1 Scheme presented at consultation

A single route, with two options at Chybucca, was presented for comment at public consultation. The scheme included:

- 70mph high quality dual carriageway
- new junctions at Chiverton and Carland Cross built on two levels to allow traffic to flow freely
- a new bridge at Chybucca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway
- 6 crossing points where local roads cross the new road using under or over bridges
- retention of the existing A30 for local traffic and non-motorised users
- environmental mitigation including planting, habitat creation and species protection
- new road drainage discharging into local watercourses with ponds to control water quality and flow rates.

A diagram of the route is shown in Figure 2-1 on the next page.

An aerial plan showing the whole length of the route presented is contained in Appendix A.

2.2 Approach to consultation

It is important to consult with individuals, businesses, local authorities and other stakeholders in order to understand the range of views held locally and throughout the region. This non-statutory consultation at the early phases in scheme development is vital to inform further stages in design and to enable the development of a preferred route that best meets the needs of those affected by the scheme. The preferred route is the term used to identify the route the scheme will take and has legal significance in that it helps to protect the land corridor against further development. More detailed plans for the scheme can then be drawn up and the necessary approvals to start work are gained. A preferred route will be announced once all the issues arising from this consultation exercise have been properly considered; this is expected to be mid-2017.

The adopted approach is consistent with good practice guidance on consulting on major schemes set out by the Communities and Local Government Planning Act 2008, Guidance on the pre-application process for major infrastructure projects (2013) and the Cabinet Office's Consultation Principles: Guidance (2012). Information was presented to a suitable level of detail to both inform the public and encourage engagement with the project team staffing the events.

The aims of the non-statutory public consultation were to:

- Raise awareness and understanding of the constraints and rationale for the proposed improvements.
- Obtain objective feedback to enable the scheme design to be refined and developed prior to statutory consultation in advance of the Development Consent Order (DCO) application planned for 2018.

This would be achieved by:

- Presenting a suitable level of information on the scheme to cascade factual information to the attendees, ensuring that they are not misinformed about the scheme whilst encouraging further dialog with the project team.

- Setting out the background to the scheme as a whole, covering information such as:
  - The need for the improvements.
  - The conclusions of work to date to establish the consultation alignment.
- Providing information relating to engineering, environment and community issues and proposals for avoiding, minimising or mitigating these issues.

The release of consultation information was carefully planned to ensure briefings for significant stakeholders were carried out first, then directly affected landowners, all prior to the press briefing and public release of information. This approach was appropriate in order to ensure the people most affected were not surprised by information in the press meaning aggravated situations at consultation events could be avoided.

Responses to this consultation are an important part of the scheme development. They help to inform the further development of the scheme and ensure the scheme objectives are achieved.

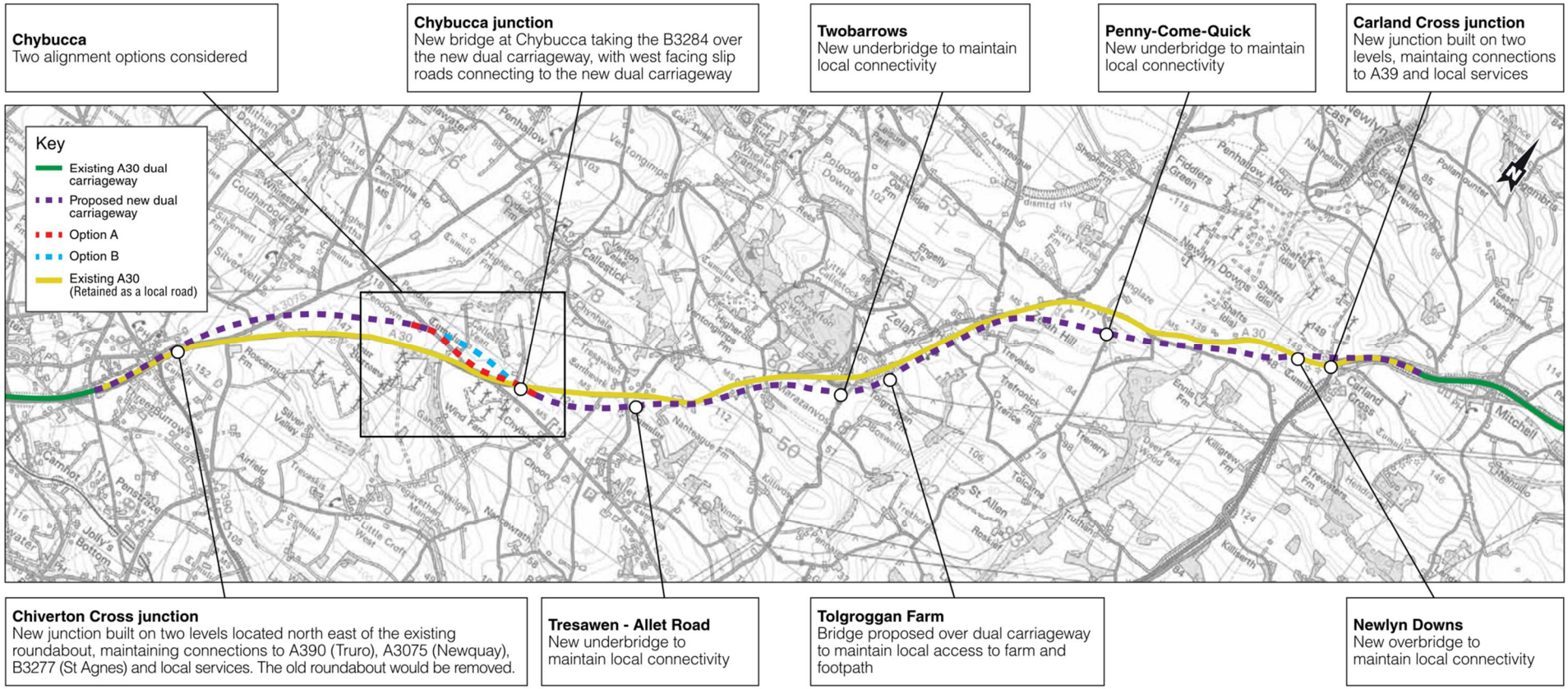

Figure 2-1: Scheme presented at consultation

2.3 Who was consulted?

The local community were notified of the consultation in writing; letters were distributed to nearly 13,000 addresses in central Cornwall. These letters highlighted the importance of understanding the views of the local community and encouraged everyone to take the opportunity to get involved. The distribution area for letters was based on the previous engagement organised by Cornwall Council in 2015 and included most of central Cornwall. A plan showing the postcodes to which the letters were been sent is contained in Appendix D.

Key stakeholder groups were also contacted directly to ensure that they were aware of the consultation. Those stakeholders included:

- the local authority
- parish councils within the vicinity of the route
- local Members of Parliament
- Highways England key strategic stakeholders
- commerce and industry associations
- a cycling forum (with representatives from various cycling bodies)
- an access forum (with representatives for walking and equestrian interests)

The list of key stakeholders consulted at this stage was extensive and Highways England welcomed the contact made through the consultation, a list of consultees, as defined by the Section 42 of the *Planning Act 2008*, is contained in Appendix C. Section 42 consultees form a prescribed list of national, regional and local bodies with whom the scheme must be consulted with and also include individuals who seek financial recompense due to the impact of the scheme on their property or business. As progress is made, Highways England will continue to identify stakeholder groups, review the list of key stakeholders and seek their input into the development of the scheme. Highways England will ensure the on-going engagement is compliant with the statutory requirements for consultation as set out in the *Planning Act 2008.*

2.4 Arrangements

2.4.1 Material

The consultation materials consisted of:

- exhibition boards – containing explanatory text on the scheme, including need, development from 2005, features, options, a timeline to construction, the Development Consent Order process and contact information
- brochure – containing the scheme information, options, and a plan of the proposed route
- questionnaire – contained 12 questions to gather information from the local community and their opinions on the proposed improvements. Pre-addressed, freepost envelopes accompanied the questionnaire to encourage the return of completed questionnaires
- website – contained information about the Scheme, copies of the material which was displayed and links to the online questionnaire
- route plan – plan of the proposed route, and Options, with an aerial photo background
- typical feature photographs – photographs of features on the improved sections of the A30 showing how the scheme might look

- Highways England booklets – “Your property and blight”, “Your property and our road proposals” and “How to claim for the effects on your property of new or altered roads”

2.4.2 Stakeholder Presentations

Prior to, and during the consultation period, Highways England held a number of events targeted at stakeholders. A drop in briefing session was arranged for Cornwall Council Members and was located outside the council chamber on a day when the full council met. Many councillors reviewed the scheme plans and discussed the proposals with the members of the project team on their way to or from the council chambers. This ensured that Members were aware of the proposals prior to the public release.

A presentation and discussion evening was held for Parish Council Chairs, 7 of the 12 invited attended or sent representatives. The scheme proposals were very well received in general; feedback is further discussed in chapter 3. Highways England also held an environmental briefing, most of the attendees were Cornwall Council Officers with a representative of Cornwall Wildlife Trust.

A launch event was held in the Council Chambers of the New County Hall, Truro and was attended by emergency services, stakeholders and press.

2.4.3 Public Exhibitions

Between 15 October and 2 December 2017, 4 public exhibitions were held on various days and at different times to allow as many people as possible to attend. Exhibition locations were chosen close to the section of A30 being improved and consequently close to those who could be affected by the scheme. Venues were chosen that were well known in the local area and these were assessed for ease of accessibility. Details of the public exhibition venues are included in Appendix B and summarised below:

- 15 October 2016 10am to 5pm – St. Erme Community Centre
- 19 October 2016 10am to 8pm – Shortlanesend Village Hall
- 20 October 2016 4:30pm to 8pm – Blackwater Community Primary School
- 24 November 2016 1:30pm to 17:30pm – Perranporth at the Perranzabuloe Parish Rooms

The event in Perranporth was not initially part of the consultation plan however, requests were received for an additional event located closer to north coast communities. Following discussion with local Council members and Parish Councils, a suitable location was identified and a further event was arranged.

Information on the proposed scheme was displayed at the exhibitions and project team members were on hand at staffed exhibitions to explain the proposals.

The exhibitions provided the local community and stakeholders with an opportunity to meet the project team and to raise specific questions about the proposals. Visitors were asked to register their details as they arrived and offered a brochure and questionnaire to complete, either in print or on-line, to record their views about the proposals.

In addition to these staffed exhibitions, there were four non-staffed information points. These were located at Truro Library, St Agnes Library, Perranporth Library, and Cornwall County Hall (Truro).

2.4.4 Publicity

The events were publicised in a number of different ways to ensure that as far as possible, those with an interest in the scheme were aware of the consultation.

The publicity included:

- An e-mail to all stakeholders, including council representatives, statutory and non-statutory bodies.
- Letters to nearly 13,000 properties to invite them to the public events and advise that material was also available at deposit points and online. A second letter was sent to the same recipients when details of the fourth public event were finalised.
- Posters were given to Parishes, event venues and deposit points to display on their noticeboards. Posters were also displayed in the service stations at Chiverton and Carland Cross.
- A press release containing details of the scheme and media launch were held which led to media coverage in several regional publications and some TV and radio interviews. A summary of news articles is contained in Appendix D.
- The scheme website was updated to contain information on the consultation events, information points and contained electronic copies of the consultation material
- A number of Twitter posts were made to advertise the consultation, which were re-tweeted by other users. A summary of tweets is contained in Appendix D.

Project manager Mike Hillier was interviewed for BBC Radio Cornwall's Drive time Show ahead of the media event and Julian Strong and Mike Hillier also conducted interviews with BBC Sunday Politics Show, ITV West Country, BBC Radio Cornwall and Heart FM during the media briefing event at Cornwall Council's County Hall, Truro.

2.5 Attendance

The public events were well attended, with an average of 208 visitors per event, totalling 835. A plan in Appendix E shows the distribution of those who attended the public events, overall the spread shows a good distribution of attendance from the area in the immediate vicinity of the scheme, and also shows the further geographical awareness since people attended who live as far away as Cardiff and northeast London, 300 miles away.

Locally, the attendance to each event shows that, for the first three publicised events, the majority of attendees were those geographically closest. This indicates that spreading the events across the length of the scheme ensured necessary travel was reduced for a large proportion of those who attended.

The spread of attendees for the fourth event in Perranporth, whilst being focused on Perranporth, also covered the whole area, more so than the initial three events. This demonstrates good publicity of the additional event and may have allowed attendance by those people who were unavailable for the initial consultation events.

Registers in the deposit points were not kept to record who viewed information or collected a copy of the brochure and questionnaire, however over 400 sets were taken from the deposit points.

3 Consultation Responses

Responses during the consultation period were received in a number of ways:

- Questionnaires completed online
- Completed questionnaires returned by post
- Direct communications
- Stakeholder meetings

These are reviewed and discussed within this chapter. The common themes are then identified and discussed in chapter 4.

3.1 Effectiveness of consultation

3.1.1 Publicity

It is important to firstly establish the effectiveness of the publicity and consultation material, as if either of these are found to be inadequate, they could lead to misrepresentative community feedback and incorrect conclusions could be drawn. The effectiveness of the consultation can be established by examining the responses received and their geographical spread. Letters were sent out to nearly 13,000 addresses in central Cornwall to publicise the event, this is a larger area than would be usual, however it was considered appropriate due to the nature of local movements between the Truro and north coast areas. Approximately 1,400 questionnaires were taken from events and deposit points and 698 questionnaire responses were received, online or in paper form.

Figure 3-1 on the next page shows the spread of the consultation responses received, a number of responses were received from outside the region. Home and work postcodes are shown in different colours, the scattered nature of which indicate that responses cover many variations of commuter routes. The geographical distribution of responses, a spread of over 365 miles, demonstrates effective publicity

52 direct communications in the form of letters and emails have also been received; these are discussed in chapter 3.

Figure 3-1: Map of Home and Work Postcodes from Question 2 (617 home, 378 work postcodes)

3.1.2 Publicity methods

As part of the questionnaire, respondents were asked how they found out about the consultation. This information can be used to examine the relative effectiveness of the different communication channels used to publicise the public consultation events.

Question 10 - How did you find out about the A30 Chiverton Cross to Carland Cross consultation?

There were 586 responses to this question.

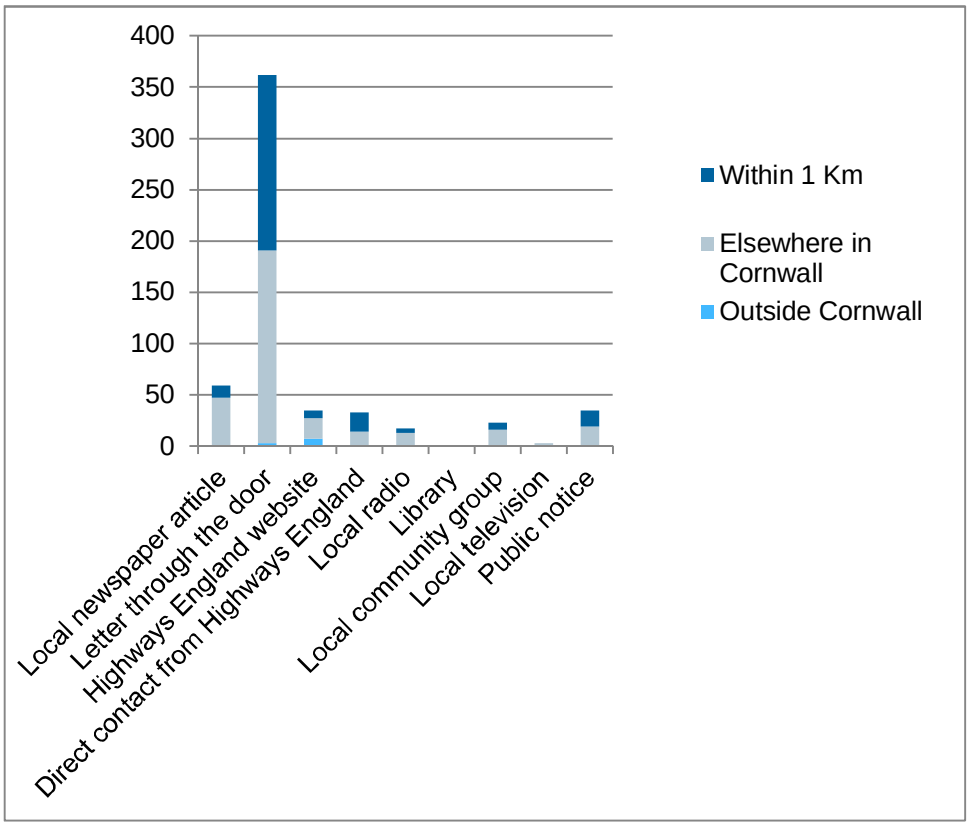

Figure 3-2: Question 10 - how people found out about the A30 Chiverton Cross to Carland Cross consultation

Figure 3-2 above demonstrates that the majority of those who responded to the questionnaire heard about the consultation via a letter through the door. Other popular mediums raising awareness of the scheme were the local newspaper, Highways England website, direct contact from Highways England and public notices.

3.1.3 Event / Material

Contained within the consultation questionnaire were some questions to help determine whether the consultation events and material had been successful in communicating the proposed improvements.

Understanding which aspects of the consultation were well received and which can be enhanced will help to ensure subsequent consultations show continued improvement.

To help determine whether the consultation events and material successfully communicated the proposed improvements, respondents were asked to rate the consultation material and provide suggestions for improvement.

Question 11 - How useful did you find the consultation material and exhibitions?

There were 662 responses to this question.

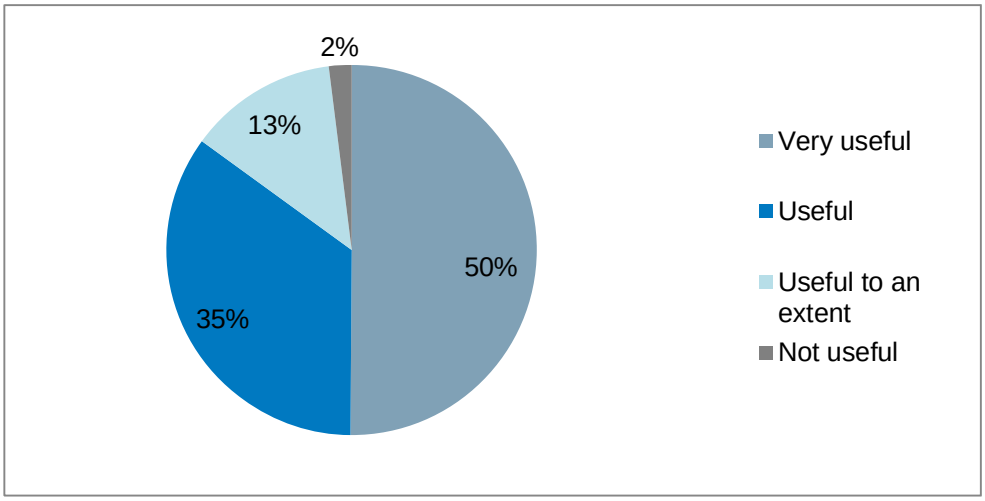

Figure 3-3: Question 11 - how useful people the consultation material and exhibitions

Figure 3-3 above shows that 85% of those who responded found the consultation material useful or very useful, with only 2% finding the information not useful.

3.1.4 Feedback on consultation

Question 12 - How could we improve the consultation materials and exhibitions for the next round of consultations for this scheme

There were 246 responses to this question**.**

Feedback from this question could be given in free text and indicates that, whilst a number of people are very happy with the consultation, quality of the material and staff, some felt the area of consultation should have been extended to include Truro. Responses also requested thorough publicity on local TV and radio channels.

For consistency, the same mailing list used for Cornwall Council's 2015 engagement events was also used for this consultation as it was considered to cover a proportionate extent of the local area. This mailing list did not include Truro but it was expected that other communication channels, such as radio, TV and newspaper, would reach the wider area. Due to the high level of feedback on this issue, and the heavy

use of the information deposit points, the inclusion of Truro will be reviewed prior to the next round of consultation.

3.2 Who responded

3.2.1 Question 1 – Establishing interest in the scheme

Note that multiple choices could be made for this question.

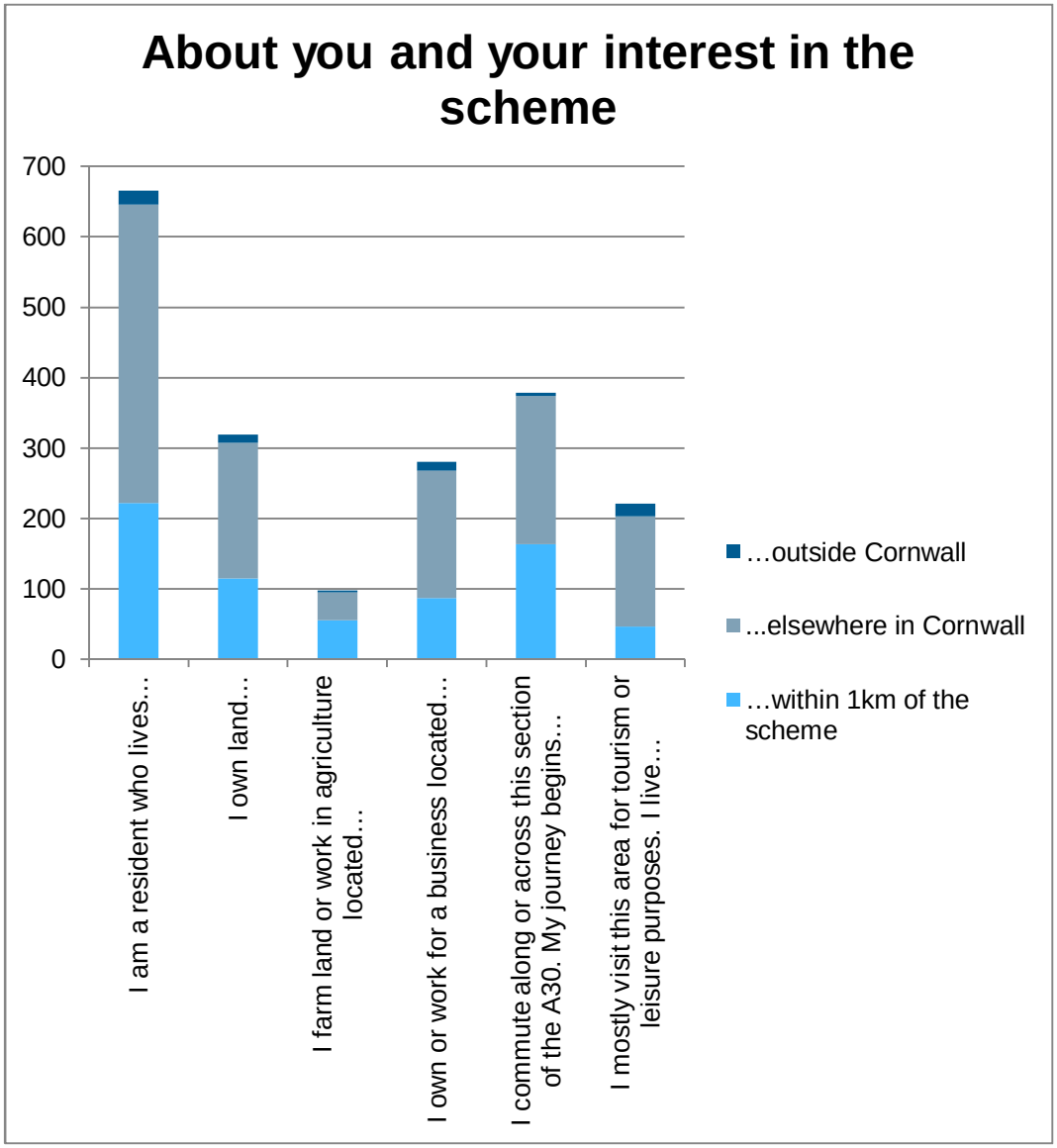

Figure 3-4: Question 1 - people's interest in the scheme

Figure 3-4 above shows the interest of respondents, these are further broken down to demonstrate the geographical proximity of those interests. The responses were largely from residents living within a kilometre of the scheme or elsewhere in Cornwall. It is interesting to note that approximately the same

number of commuters live within 1 km of the scheme as live elsewhere in Cornwall, indicating that the route is key to commuter journeys further afield, as well as providing access to local residents.

This indicates the majority of respondents are residents living further than 1km from the scheme, and over half of these commute along the route. In addition, a reasonable number visit the area for tourism or leisure, one of Cornwall's main industries, signifying the route's importance to the local economy.

3.2.2 Question 3 – Transport used most frequently

To further assist in establishing the existing uses of the route, respondents were asked to select the type of transport they use most frequently; the findings are discussed below.

Question 3 - In relation to this stretch of road, which type of transport do you use most frequently?

This question received 627 responses.

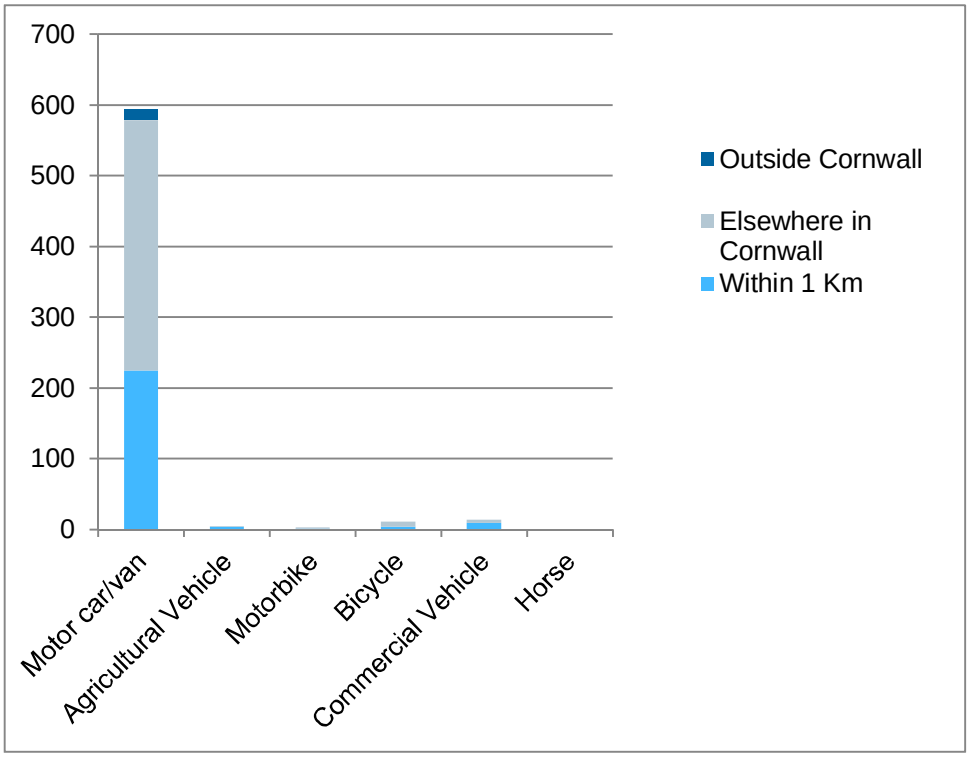

Figure 3-5: Question 3 - which type of transport people use most frequently on this stretch of road.

Illustrated in Figure 3-5, the majority of transport used most frequently is motorcar or van. Only 3 responses indicated the use of motorbike most frequently on the route and no one travelled most frequently by horse. These results are as expected.

Considering one of the issues that the 2015 engagement raised was slow moving agricultural vehicles, very few gave this as their most frequent type of transport used. Also allowing that this route is the main link to west Cornwall, few gave commercial vehicle as the most frequent type. In both cases, it is likely to

be due to the origin and destination of the journeys being remote from the scheme and therefore not captured in this study.

3.3 What did people think

The remainder of the public questionnaire collected information on what the respondent thought about the proposals and what could be improved. This section presents and examines responses to those questions.

3.3.1 Question 5 – Need for improvement

Establishing the public's view on the need for improvement provides a base line to the support of the proposed scheme..

Question 5 – Do you support the need for an improvement to this section of the A30?

There were 681 responses to this question.

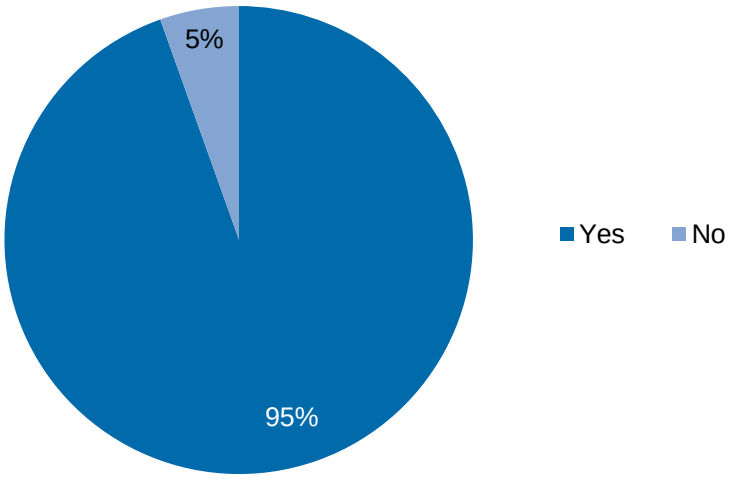

Figure 3-6: Question 5 - what people thought on the need for improvement to this section of the A30.

Figure 3-6 shows that, of those who responded, 95% support the need for improvements to this section of the A30. This is largely in line with previous consultations; the 2015 events received support from 94% of those who gave feedback. This indicates that support has remained consistent since the initial engagement in 2015.

Of those who do not support the need for improvements, just 12 responses were from people living within 1 km of the scheme and 5 of these believed improvements would encourage more traffic and people movement and they felt that was bad for the environment and the region as a whole.

3.3.2 Question 6 – Supporting statements

Once the baseline of support was established, the questionnaire continues on to the scheme specifics.

Question 6 - To what extent do you agree with the following statements?

- I support the proposals for a 70 mph dual carriageway with grade separated junctions (junctions built on two levels)
- The proposed new junction at Chiverton Cross appears to be suitable for my needs
- The proposed new junction at Carland Cross appears to be suitable for my needs
- The proposed new junction at Chybucca (with west facing slip roads) appears to be suitable for my needs
- Considering the scheme as a whole, the proposals as shown will have a positive impact on me and/or my business
- The proposals for a new dual carriageway and retaining the existing A30 as a local route, will allow me to access the roads, properties and businesses which I need to visit
- The provision of bridges to get across the new dual carriageway appears to be suitable for my needs.
- As someone who cycles, or would like to cycle in this area the retention of the existing A30 as a local route, with reduced traffic levels, will provide a route that I would cycle along

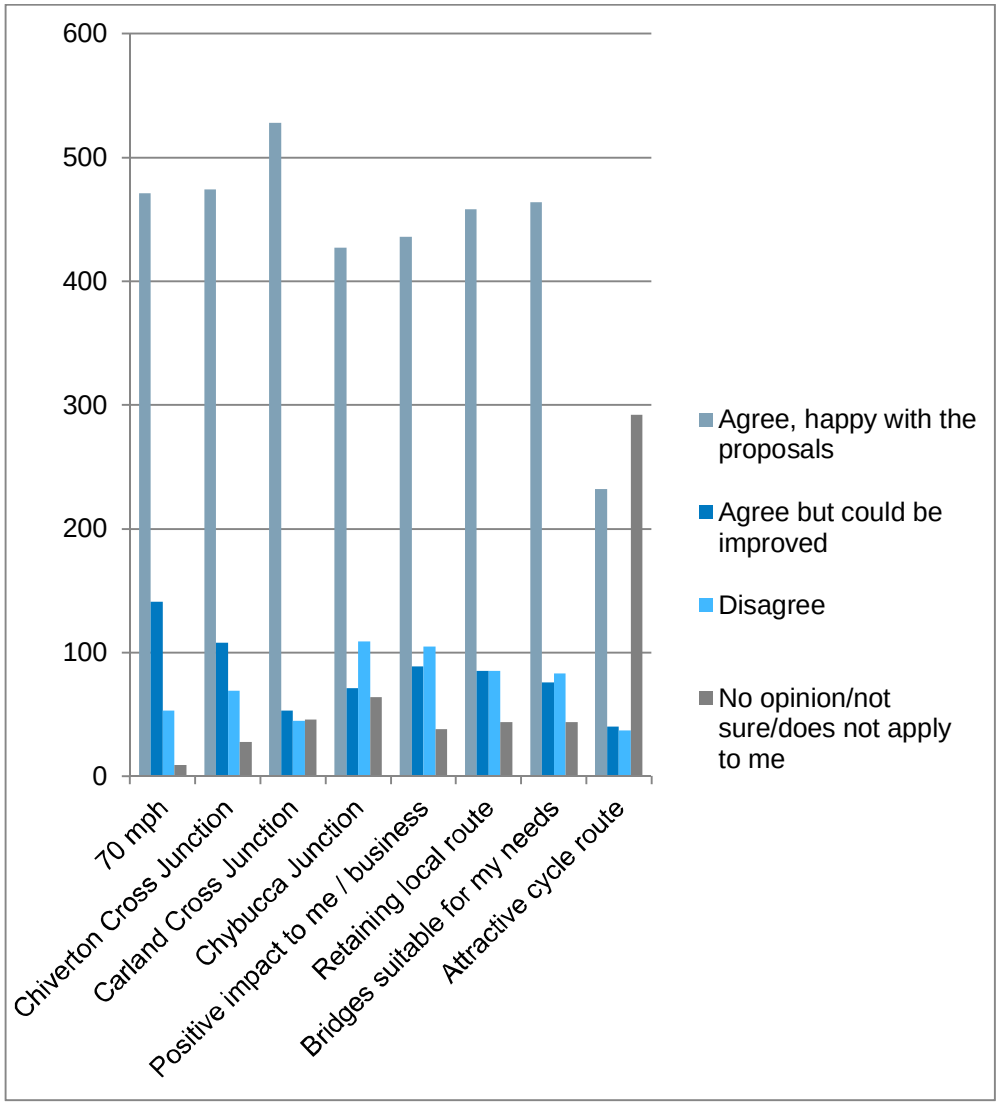

Figure 3-7: Question 6 - to what extent people agrees with key statements.

There was overwhelming support for all the key proposal statements within Question 6 of the questionnaire. For the majority of statements, respondents expressed an opinion meaning a lot of useful information gathered. The following observations have been made based on those who expressed an opinion, unless otherwise stated.

Analysis of the responses given to Question 6 indicate that 92% supported a 70mph dual carriageway with grade-separated junctions (junctions built on two levels), 23% of those indicated the proposals could be improved in this area.

The Chiverton Cross junction had support from nearly 90% of those who expressed an opinion on the junction. Nearly 20% of those who supported the proposals at Chiverton Cross felt that the design could be improved; 10% disagreed that the proposed junction would meet their needs.

The Carland Cross junction has the largest degree of support with over 93% of those responding agreeing that the junction appeared suitable for their needs, of those, approximately 10% felt some improvements to the proposals were required.

The proposals at Chybucca received support from 82% of respondents and would not meet the needs of 18%. Of those who supported the proposals, 14% felt the design could be improved.

Less than 17% of those who expressed an opinion felt that the proposal as a whole would not positively impact on them or their business.

The retention of the local route to facilitate continued access to properties and the existing network of minor roads was supported by over 86%, of whom 15% felt the proposals could be improved. Less than 14% disagreed with the statement.

The provision of bridges to cross the new dual carriageway route met the needs of over 86%, 14% of whom thought further improvements were also required. The provision of bridges to cross the dual carriageway was disliked by 13% of those who expressed on opinion.

Nearly 50% of respondents marked *no opinion/not sure/this does not apply to me*, to the statement regarding the use of the local route as a cycle route. Of those who did express an opinion, 88% agreed that the reduction in traffic levels along the local route would provide a cycle route that they would cycle along, 14% felt that the proposals could be improved and 12% disagreed with the statement.

The final element to question 6 allows the respondent to expand on their reaction to the set statements, in the form of free text. A word cloud, Figure 3-8 on the next page, has been used to identify key words in the 305 responses to this question.

As well as reading each response in the first instance, word clouds have been generated using Wordle™ to assist in highlighting the key issues raised in the written question responses within the consultation questionnaire. The Wordle programme counts the number of times a word is used, displays the most used words and adjusts the size of the word to represent the number of times it was used. All the text for each question was processed and individual word clouds produced with the 50 most common words in each question.

Responses containing the specific words were re-read to ensure the context of the common themes were accurately recorded.

Question 6i – If you answered 'disagree' or 'agree but could be improved' to any of the statements in Question 6, please explain why.

Examining the word cloud in Figure 3-8 on the next page, a number of observations can be made. It is clear that the Chiverton Cross and Chybucca junctions are discussed far more than Carland Cross and this is consistent with the feedback on statements summarised in Figure 3-7.

Figure 3-8: Wordle for Question 6 identifying the most often used words

As already identified in the proposals, Truro is a key focus of local residents. Therefore the scheme needs to ensure that access to and from Truro, particularly via the A390, is maintained as part of the proposals and that access across the A30 is also improved.

The farming industry is important to local residents and the alignment of the dual carriageway splits several field systems, along the length of the scheme. This has a negative effect on management of the farm land and can result in remaining areas of field becoming uneconomical to farm. Nancarrow [Farm] is relatively large text in the word cloud meaning that a high number of people mention it. The impact of the proposals on Nancarrow Farm is included in 13 of the 52 written representations.

East facing slip roads at Chybucca were raised by a number of people concerned about the quality of the connection to the dual carriageway for those living in Shortlanesend or using the B3284 as a corridor into and out of Truro. There is a perception from local residents that movements right onto the A30 eastbound from B3284 Shortlanesend is popular and that there may be suppressed demand by the difficulty of the completing the manoeuvre at present. There was also a perception from local businesses that the east facing slip roads at Chybucca would facilitate HGV movements and keep them off of the local route.

A number of respondents were concerned about congestion on the A390 queuing back into the proposed Chiverton Cross Junction causing poor functionality of the new infrastructure. The comments put the cause of the congestion on the A390 down to a number of poor performing traffic signal controlled junctions between Chiverton Cross and Truro city centre. Although other respondents attribute problems to the existing Chiverton Cross roundabout. It could be possible that the performance of the A390 causes congestion in the morning due to the number of vehicles travelling into Truro and the existing Chiverton Cross junction causes congestion in the evening due to the number of vehicles attempting to get onto or across the A30.

The length of the detour from the B3277 to the A390 was also seen as an issue. Two business owners at Chiverton Cross Services believed the detour would have an impact on the viability of their businesses.

Further matters raised are discussed in Chapter 4.

3.3.3 Question 7 – Option A or B?

Due to the environmental and topographical constraints in the area, differing dual carriageway alignments between Chiverton and Carland Cross are limited. As described in chapter 1, through a process of design and engineering, environmental and traffic assessment, the route options were refined into a largely common solution. Two potential alignment options were presented in the Chybucca area, Option A to the south of Callestick Vean bungalow and Option B to the north, separating it from the farm dwelling. The question was presented as follows.

Question 7 - Considering the alternative layouts at Chybucca, do you prefer Option A or Option B?

This question received 664 responses.

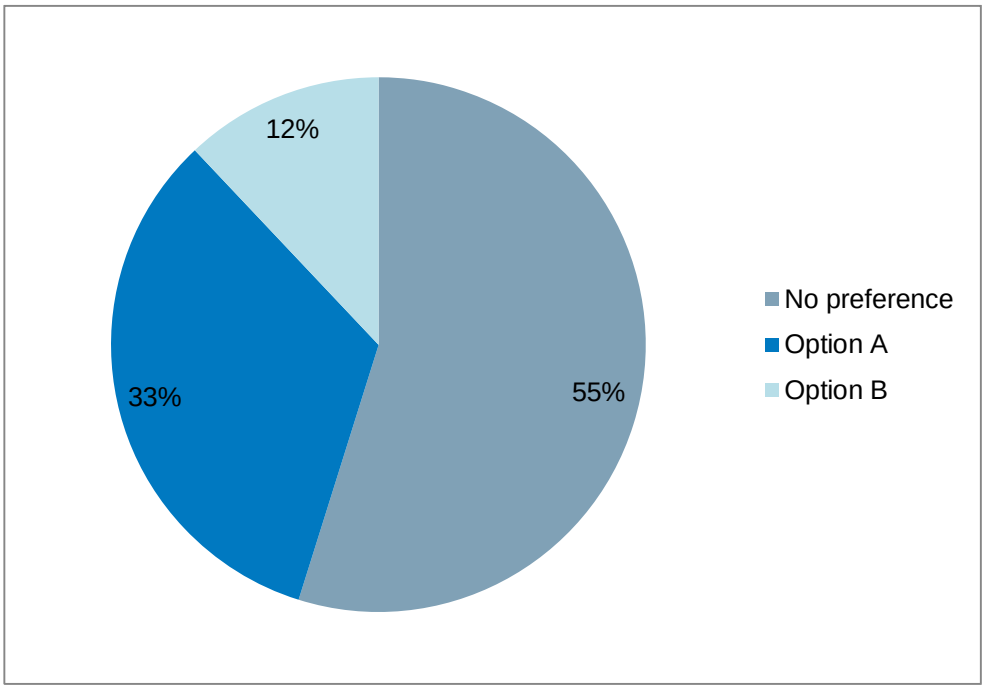

Figure 3-9: Question 7 - preference in route options offered

Reviewing the responses to question 7, of those who expressed a preference, over 73% supported Option A. The high proportion of respondents not showing a preference between the two options may be due to the localised nature of the impacts. Several visitors to the exhibitions commented that this question is most relevant to the local landowners, this view could be supported by the 55% of respondents who gave no preference.

Support of Option A aligns with reduced field severance, a narrower transport corridor, ensures the two properties of Callestick Vean remain connected and avoids the ancient burial barrow. Consequently, it is concluded that Option A is favoured over Option B

3.3.4 Question 4 – Non-motorised Users

Highways England has a strategic outcome of improving provision for walkers, cyclists and other users delivering an accessible and integrated network which encourages the use of non-motorised modes of transport for commuting and social enjoyment. Due to the narrow and busy nature of the existing A30 between Chiverton and Carland Cross, it was thought that the existing use of non-motorised transport, such as cycling, walking and horse riding, would be limited. This was confirmed in the questionnaire responses.

Question 4 – Have you previously travelled along or across this section of A30 by any of the following, and if so how often?

There were 523 responses to this question.

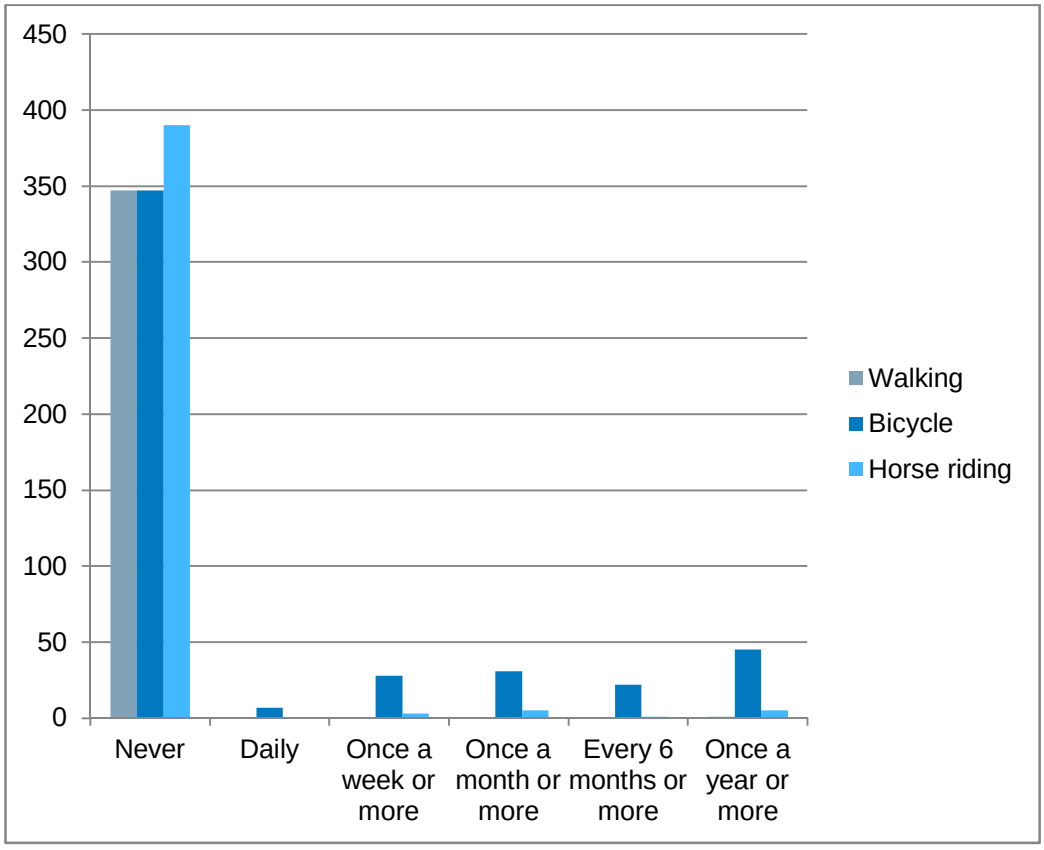

Figure 3-10: Question 4 - frequency of non-motorised travel.

Figure 3-10 clearly shows the limited number of non-motorised users (NMU) travelling along or across this section of the A30. Cycling is the most popular mode of NMU travel with nearly 30 travelling along the A30 a week and 45 indicating they use the A30 on a bicycle once a year.

Using the information supplied in question 1, the use of a bicycle can then be broken down further into geographic proximity to the scheme.

Question 4b – Have you previously travelled along or across this section of A30 by bicycle, and if so how often?

There were 481 responses to this question.

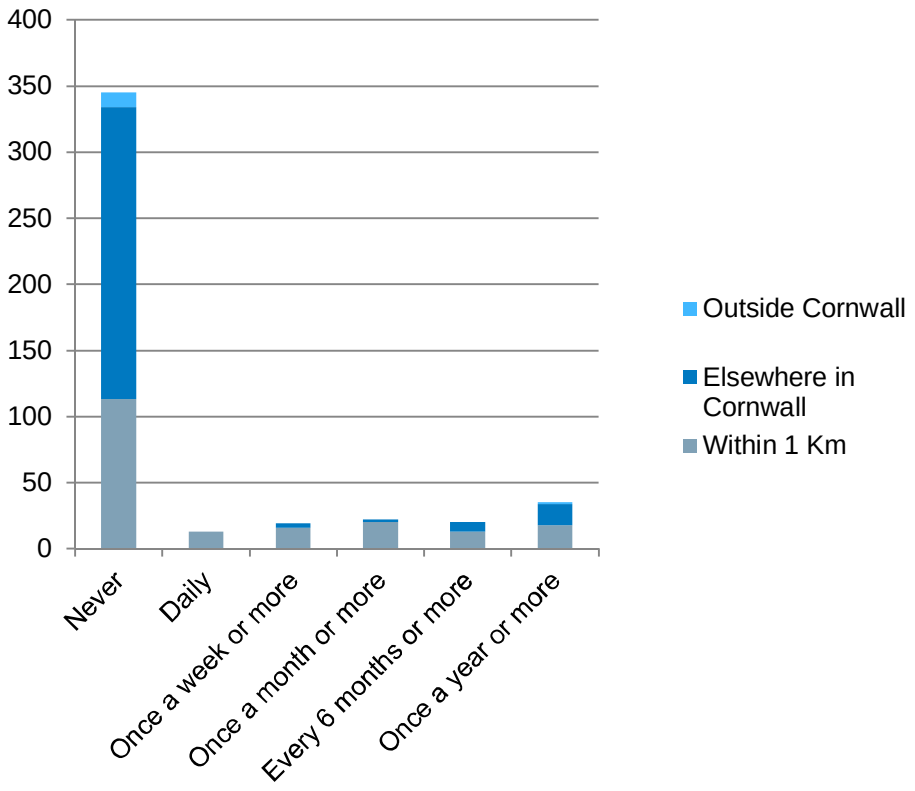

Figure 3-11: Question 4 - how often people travel by bicycle on or across this section of the A30?

Figure 3-11 above indicates that, of those who do cycle along or across this section of the A30, the majority live within 1 km of the scheme, demonstrating that local cycle routes are of some importance to the local area. This may indicate a suppressed demand for cycling due to the lack of existing cycle facilities. The graph also shows that very few respondents cycle from further afield to travel in this area by bicycle.

3.3.5 Question 8 – Non-motorised user improvements

After providing information on the current use of non-motorised user (NMU) facilities, it is necessary to establish whether there are any improvements to the scheme proposals that the public would like to see in relation to non-motorised transport.

Question 8 - Are there any improvements to these proposals that you would like to see for non-motorised users?

This question received 586 responses.

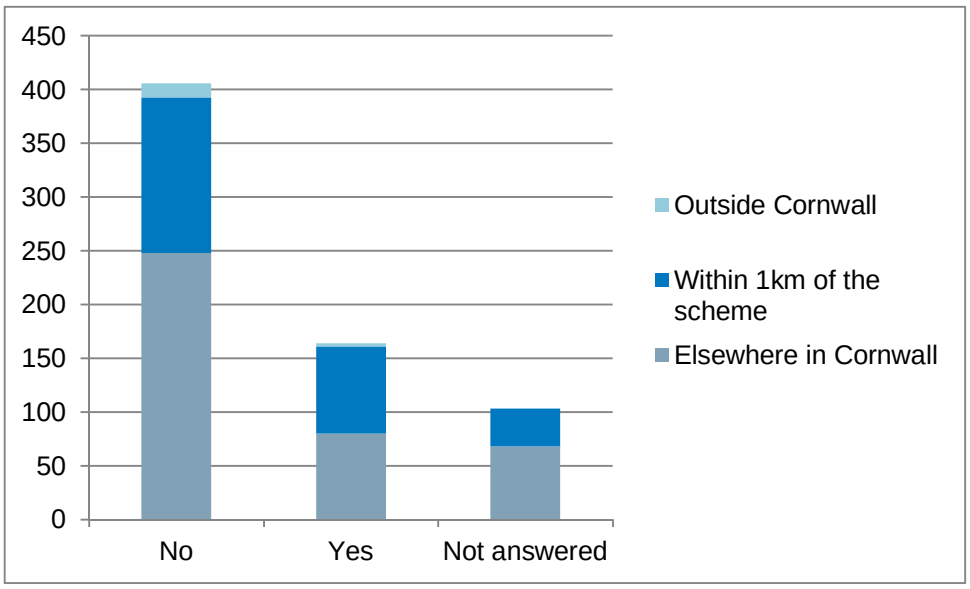

Figure 3-12: Compound bar chart for Question 8 showing whether people wanted to see improvements for non-motorised users.

Figure 3-12 above shows that, of those who answered, 70% felt that there were no improvements to the proposals for non-motorised users. Significantly more respondents living further from the scheme, elsewhere in Cornwall, felt that the proposals did not require NMU improvements, or did not answer the question.

This correlates with current NMU figures from question 4, the majority of existing users also live within 1km of the scheme and therefore they are more likely to hold suggestions and opinions on the improvements proposed to facilities.

Respondents could then expand on their answers in a ‘free text’ box, these are discussed on the next page.

Question 8a: Where people expanded their response to Question 8.

This question received 178 responses.

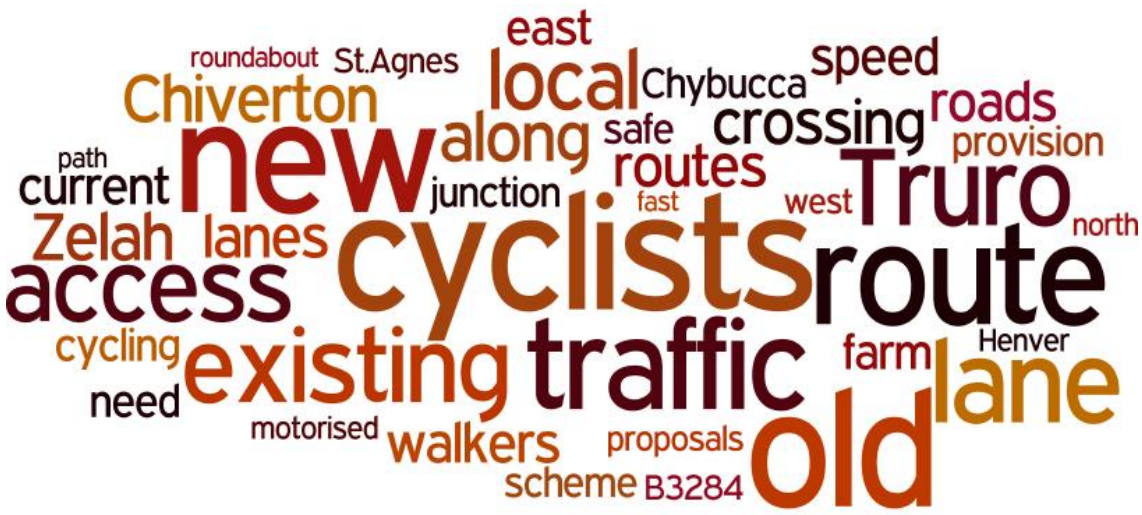

Figure 3-13: Wordle for Question 8 identifying the most often used words

Each response was read in detail, after which the text was processed into a word cloud where the most common 50 words are selected and shown with size varying with usage. The word cloud is examined in conjunction with having read each response. It is clear from reviewing the word cloud in Figure 3-13 above that the cyclists are discussed significantly more than walkers and horse riders and this correlates with existing usage figures. Old, existing, road and route indicate the discussions on the use of the existing A30 and the suggestions of on road cycle lanes.

Truro is mentioned more than Chiverton Cross, Chybucca, Carland Cross, Zelah and other locations along the A30 route, suggesting that destinations are further afield than the villages along the A30.

Crossing features as a reasonably significant word on the word cloud, this mainly refers to comments on better facilities at a number of locations to cross the existing A30 once it has been reduced in classification to a local route. These locations were mainly Chiverton Cross, Chybucca, Church Lane Zelah and Trevalso Farm/Henver Lane Zelah.

This indicates that, although there is little NMU use of the A30 at present, people do feel strongly about the prospect of being able to use the route more safely in the future when it is no longer a main trunk road. The emphasis on crossing the existing A30 indicated that there are other routes in the area that people are already using, or are in a mind to use, and feel that improvements can be made to make these other routes safer and more attractive.

3.3.6 Question 9 – General comments and observations

Having provided an opportunity to capture targeted information, question 9 of the questionnaire allowed feedback on the any element of the proposals; free text responses are discussed below.

Question 9 - Do you have any general comments or observations, including anything you think we have missed or overlooked?

Figure 3-14: Wordle for Question 9 identifying the most often used words

Each response was read in detail, after which the text was processed into a word cloud where the most common 50 words are selected and shown with size varying with usage. The word cloud in Figure 3-14 above is examined in conjunction with having read each response. Regarding the junction, answers seem to be consistent with the more detailed questions, with Chiverton mentioned more often than Chybucca and Carland remaining the least discussed.

Local, Truro and Cornwall suggest comments in varying geographic proximities and signify the importance of the route to individual properties, villages, parishes and access between these.

Businesses and farming are also noticeable within the word cloud, implying their repeated use in respondents comments, this correlates with comments received during the consultation events. Reductions in congestion along the route will be good for local businesses encouraging growth. However, as already discussed in section 3.3.2, severing several field systems may have a negative impact on farms in the immediate locality of the proposed route.

One such affected farm is Nancarrow Farm, south of Zelah. The prominence of Nancarrow in the word cloud reflects the number of responders who are concerned about impacts on this business. The farm is a small-scale organic livestock farm with a wedding and events business utilising converted outbuildings. The proposed dual carriageway would separate their interconnected field system making access to divided

fields more difficult and time consuming. In addition, there is concern about impacts on the wedding and events business due to the proposed road being closer to the converted outbuildings.

Noise features as a concern for a number of respondents. An assessment of changes to noise levels as a result of the proposed scheme will be undertaken and help to determine where mitigation measures might need to be included.

A number of other topics were raised, these are discussed further in chapter 4.

3.4 Direct communication

During the consultation period, direct representations from individuals and groups were received in the form of letters and emails, a schedule of these responses is contained in Appendix F. Concerns raised in the correspondence have been included when reviewing the topics of chapter 4. Section 42 consultees are designated under the *Planning Act 2008*. They form a prescribed list of national, regional and local bodies with whom the scheme must be consulted with and also include individuals who seek financial recompense due to the impact of the scheme on their property or business.

3.4.1 Feedback from Section 42 consultee groups

Prior to, and during, the consultation period a number of stakeholders were consulted, or invited to attend consultation events. Those directly consulted are listed below, those who were invited to the launch event on 12 October 2016 are listed in Appendix F.

- Historic England
- Cornwall Council
- Natural England
- Perrazanbuloe Parish Council
- St. Allen Parish Council

Historic England

Historic England is interested in the effects of the scheme on the historic environment, such as scheduled monuments and listed buildings. It is recognised that a number of factors influence the choice of route location, including topography, settlements and environmental features. The proposals were not considered to contain any “showstoppers”, however care is needed to minimise any harmful effects and opportunities to enhance the setting of historic assets should be considered. In particular, Historic England are keen to re-establish a connection between the barrows at Carland Cross by the removal of the section of the existing A30 between the existing junction and the heathland. Historic England would like to see the separation between the new A30 at Chybucca and the tumuli Scheduled Monument maximised as far as possible. Concerns were raised about the visual impact of the proposed junction at Chiverton on the Listed Church to the north. Potential impacts on the barrow group to the south of the existing Chiverton junction were of less concern but still need consideration. It was considered that the potential impacts on some of the historic assets is tolerable if a balance can be achieved with positive contributions elsewhere. It was seen as important to find the right long-term solution, so to avoid the need for further alterations in future years.

Cornwall Council

Cornwall Council support the principle of improving the A30 between Chiverton and Carland Cross and would like to see every opportunity taken to bring forward the delivery of the scheme. They are aware that the proposed alignment does create a number of local issues that should be investigated further to see if the problems can be addressed.

They also highlight that discussions regarding de-trunking proposals need to be progressed.

At Chiverton Cross they feel the junction appears complicated and would like the capacity and performance of the junction to be clearly explained before acceptance. In addition, they raised concerns that traffic from Redruth has to travel some distance past the existing junction and then back down the A390, and felt this was inefficient given the number of vehicles making those movements.

The need for the junction at Chybucca was questioned, and if it is needed, why only west-facing slips are provided given that this is a route which provides access to the north coast and vise versa.

At Carland Cross the length of the slip road merge onto the westbound A30 was queried to ask if this was sufficient to accommodate the significant volumes of traffic that use this junction currently. The visual impact of the new dual carriageway and junction in this location was raised as a potential concern, with a desire to see how this would sit in the landscape.

Detailed comments were provided on the traffic modelling and forecasts, largely seeking to understand if there will be any changes to traffic flows on the local road network.

Cornwall Council see the A30 improvements as an opportunity for an environmentally exemplar scheme, sitting in the landscape, rather than on it, lowering the road in its environment and forming bunds to the side of the road. They also highlight that joint working between Cornwall Council and Highways England may be appropriate to assist the development of the preferred scheme given the challenging delivery programme.

Natural England

Natural England generally supports the scheme and the benefit of reduced pollution levels along the route by removing slow moving traffic. Natural England are keen to exploit any unviable pockets of land for use as ecological mitigation and have aspirations for a ‘super green highway’ connecting with the existing landscape. They would like the scheme to integrate benefits for people as well as wildlife, proposing that stopping places are located at points of interest from a cultural, ecological or landscape perspective. Natural England queried whether the bisection of regenerated heathland to the west of Carland Cross could be avoided and, if not, they sought assurance that a suitable quantity of replacement land would be provided in mitigation.

Perranzabuloe Parish Council

The Perranzabuloe Parish Council were pleased to be able to assist by hosting a consultation event but had a number of concerns with the proposals. Concerns were raised regarding the performance of the proposed junctions, Chiverton Cross in particular, and the potential use of county roads as rat-runs if the growth in traffic is higher than anticipated. Additionally, a lack of public transport in and around the Parish will lead to greater increase in traffic than in better-connected areas.

The Parish Council also highlighted the limited number of access points to the dual carriageway and raised concerns that emergency services might find it difficult to meet the required response times, particularly when tourists cause a large increase in population and the number of incidents. Leading on from this, the Parish Council also wanted assurances that the need for careful management of construction activities during July and August were understood.

These comments echo those of the St Agnes & Perranporth Community Network Panel, which includes all of the Parish councils to the north of the scheme.

St Allen Parish Council

The St Allen Parish Council supported the proposal of dualling the A30 between Chiverton and Carland Cross. They supported the principle of the new route following the existing A30, the retention of the existing A30 as a local route and the replacement of at grade junctions with grade separated junctions. A key issue for the parish is rat running through Zelah village, the opportunity to disconnect Henver Lane and Zelah High Road appear to address this, although these measures are of concern to residents along Henver Lane who would prefer to see Henver Lane closed and traffic re-routed to Boxheater.

The Parish Council raised concerns regarding the impact of several residents within the Parish and highlighted their support of maximum mitigation measures. They were also concerned that the new road cuts the Parish in half and consider it essential to open up Church Lane as a vehicular route between both sides of the Parish. Under the current proposals route for residents of Zelah to get to their Parish Church at St. Allen is either via Twobarrows or Penny-come-quick.

They view low noise surfacing as essential where the new road passes close to residents and in particularly at Zelah. The parish foresee an increase in traffic along Henver Lane under the current proposals and they are concerned about the safety of the road given its narrow width, blind bends, dips and use as a County Cycle Track. The Parish Council would like to see Henver Lane closed at the northern end to all except cycles. They would also like to see further amendments to the existing partial movements junction at Two Barrows to allow right turns out onto the local route, eastbound towards Boxheater.

3.4.2 Section 42 individual consultees

As well as being included when reviewing the topics of chapter 4, feedback received as direct communications by Section 42 individual consultees can be summarised as follows:

- Impact on local businesses
- Proximity of the dual carriageway to the rural environment
- Perceived increase in noise levels
- Land take, both commercial and domestic

Where alternatives have been suggested, these are recorded in Table 3-1 overleaf and discussed further in chapter 5, which also describes alternatives arising from comments made.

Table 3-1: Alternatives Received

Location	Summary of Alternative
Marazanvose	Dual carriageway north of Marazanvose with side road connections to the east and west to maintain the local route on the existing A30 through Marazanvose
	Dual carriageway north of Marazanvose with an extended side road connection alongside to maintain the local route between Zelah and Tresawsen. Existing A30 at Marazanvose severed at eastern end to form to through road, accept to Killivose Farm and Chynoweth Farm.
Tresawsen to Journey's End	A dual carriageway route that ran some way south of the consultation route between Tresawsen and Jouney's End, passing south of Boswellick Farm and north of Trefronick Farm.
Zelah	Use of existing Zelah bypass as dual carriageway route
Trevalso	An underpass beneath the proposed dual carriageway to provide access to Trevalso Farm from the existing A30
Tresawsen	Remove underbridge and side road connection at Tresawsen to avoid risk of route through hamlet of Callestick forming a rat run.

4 You Said – Key Issues

4.1 Introduction

Reviewing the questionnaire responses analysed in chapter 3 and considering discussions with attendees at the public exhibition events, some clear common topics begin to emerge. This chapter brings together responses to the individual questions to key topics listed below.

- Improvements should start sooner
- Rat running at Chiverton
- East facing slips at Chybucca
- Severance Chiverton to Nanteague Farm and Zelah
- St. Agnes – Truro connection at Chiverton Cross
- Provision for cyclists
- Westbound slip closer to the existing Chiverton Cross junction
- Concerns over noise throughout the route, particularly at Zelah
- Planting, trees and general landscaping
- Not consulting in, or writing to, residents of Truro
- Removing side road connection Tresawsen to Allet
- Impact on Nancarrow Farm
- Congestion on A390
- Impact on Henver Lane

4.2 What they said

4.2.1 Improvements should start sooner

Over 20 respondents expressed a view that they would like improvements to the area to take place a lot sooner than the scheme schedule, even if this could be an interim step of junction improvements before the dual carriageway is constructed.

4.2.2 Rat running at Chiverton

Currently, due to the poor performance of the existing Chiverton Cross junction and the congestion at peak hours as well as all through the summer period, many vehicles use ‘rat runs’ to bypass the Chiverton Cross junction, or gain access to an alternative approach to the junction.

Over 25 respondents felt that proposals at Chiverton did not assist in reducing the rat running, and may even encourage it, due to the more northerly position of the improved junction, and the 1.2 km detour for St. Agnes – Truro traffic, highlighting roads such as Kea Downs Road, from Acland Plant Hire to Threemilestone. However, since the proposed Chiverton Cross junction will perform much better than the existing junction, with minimal delays, higher average speed and reliable journey times, the rat runs will not benefit the driver. This being said, drivers may have a perceived benefit due to the more direct route and therefore may still use the narrow, less suitable alternative routes.

4.2.3 East facing slips at Chybucca

The partial junction at Chybucca junction was introduced to reduce the usage of the proposed Chiverton Cross junction for vehicles travelling between west Cornwall and Truro. However, over 1 in 8 of those who completed the questionnaire would like to see east facing slip roads added to the scheme. This reinforces the feedback from residents at the public consultation events, particularly at Shortlanesend Village Hall.

4.2.4 Severance Chiverton to Nanteague Farm and Zelah

Due to the ridgeline on which the existing A30 is centred, the route presented at consultation was designed to provide an alignment of dual carriageway standard from Chiverton to Carland Cross, whilst best avoiding topographical and environmental constraints.

27 respondents commented directly on the impact to productive farmland. Discussion with landowners highlighted the inefficiencies of farming small or narrow fields which become isolated between the new and existing A30. Many land owners advised that the small parcels of land would become uneconomical to manage.

4.2.5 St. Agnes – Truro connection at Chiverton Cross

As with 4.2.2 above, since the proposed Chiverton Cross junction is to the north of the existing junction location, a number of comments requested an underpass or bridge near the existing junction location to cater for non-motorised user's (NMU) or vehicles travelling between St. Agnes and Truro.

While the 1.2 km diversion through the new junction will benefit a vehicle when compared against the congestion at the junction during peak hours, and provide safer crossing points, cyclists and pedestrians perceive themselves to be disadvantaged by the proposals. Particularly those located around Chiverton and St. Agnes felt that more direct NMU facilities should be provided at the Chiverton Cross junction. A number of respondents suggested the alignment of the old Truro to St. Agnes route be used, incorporating an NMU underpass or overbridge to cross the dual carriageway.

Kea Downs Road is an alternative route but is a similar distance from the existing junction location and does not have dedicated NMU facilities.

4.2.6 Provision for cyclists

Question 8 of the questionnaire specifically asked people to expand on improvements to NMU facilities. As a consequence a number of individual related issues were raised. Over half of the 90 comments related to cyclists highlighted a need for separation and protection of non-motorised users, particularly cyclists. The use of the existing A30 as a cycle route was supported and the need for a dedicated lane either on road, or as a separate cycle track, was raised.

Safety concerns were highlighted regarding the potential for increases in traffic speed on the old A30. If the old A30 was used as a cycle route, the vehicles also using the route could be travelling at 60mph. Some cyclists felt that measures would be needed to reduce speeds, with 40mph suggested as a speed at which they would feel safer sharing the road with vehicles.

Comments were also made on the cycle links which may connect into the old A30. A route through Trevalso is used by one cycling group and that would be severed by the scheme. Henver Lane is popular cycle route, forming part of the National Cycle Network, Route 32, but is of poor quality due to the surface condition, narrow width and speed of vehicles along the stretch. There was also a desire for there to be a cycle link from Carland Cross to Mitchell.

It was highlighted that the competitive Land's End to John O'Groats route runs along the existing A30. Different cycle users have different needs and this type of cyclist is not likely to favour a family friendly cycle path, and is more likely to cycle along the most direct road regardless of the off road cycle provision. It was clear that there is a spectrum of potential users of cycle provisions and that these create a range of cycling needs that would be difficult to address in one solution.

4.2.7 Westbound slip closer to the existing Chiverton Cross junction

As the proposed Chiverton Cross junction is located to the north of the existing junction location, it was suggested that the westbound onslip could be located at the location of the existing Chiverton Cross junction.

Detailing this design suggestion did show that the footprint of the slip road could be accommodated without impeding into the designated World Heritage Site and impacting nearby properties, to the south of the existing junction. It would need to function as an additional slip road to serve the A390 in addition to a westbound on slip as part of the main Chiverton Cross junction. This would involve merging traffic on the two slip roads, prior to merging onto the A30.

The slip road could not replace the main junction westbound on slip, as it is unlikely that a priority junction or roundabout allowing a right turn onto the slip road would function. It was not, therefore, taken forward for initial assessment.

4.2.8 Concerns over noise throughout the route, particularly at Zelah

48 respondents, mainly local residents, highlighted concerns regarding noise generated by larger volumes of traffic and higher vehicle speeds, particularly at Zelah. At present, the section of A30 is so congested during peak periods that vehicles are often travelling at very low speed and therefore although the volume of traffic is high, the noise levels are reduced.

Residents were concerned that a comparable volume of traffic travelling along a dual carriageway, at higher speeds, would result in increases to noise levels.

4.2.9 Planting, trees and general landscaping

In line with 4.2.8 above, many (30%) of the same local residents suggested some of the noise affects could be mitigated with new planting and trees. Mitigation proposals will be developed in the next stage of scheme development. Vegetation is effective in providing visual screening for a road, other measures are more effective at reducing noise levels. Many local residents asked if low noise surfacing will be provided. No commitment can be given at this stage, this will be determined through noise assessment work, although it is current practice to provide low noise surfacing in proximity to settlements.

4.2.10 Not consulting in, or writing to, residents of Truro

Residents living in Truro and east of Threemilestone were concerned that they had not been consulted in the same manner as those closer to the scheme, despite their frequent use of Chiverton Cross and this section of the A30. Concerns focused on the lack of direct mailing to the area and the nearest consultation event being in Shortlanesend and not in Threemilestone or Truro itself. Feedback was received directly at the deposit points, exhibitions and in 10 written responses.

The area to which the information letter was distributed was the same as that for the March 2015 engagement by Cornwall Council.

Highways England issued a press release generating several news stories, see Appendix D, TV coverage included the BBC local news and ITV local news. Truro Library was used as a deposit point for information. Over 1400 information packs were taken from the four deposit points in total

Highways England will consider how best to inform residents of these areas in future stages of consultation and agree an approach with representatives of the local community as part of the 'Statement of Community Consultation'.

4.2.11 Removing side road connection Tresawsen to Allet

18 residents joined together to request that the side road connection between Tresawsen and Allet be removed from the scheme. Their concern is that providing the connection will encourage rat running through the hamlet of Callestick as a means of getting between Perranporth to Truro. Other local residents and businesses expressed their support for providing this connection, and felt it was unlikely that it would be used as a rat run due to other easier routes existing.

4.2.12 Impact on Nancarrow Farm

The impact of the road improvements on Nancarrow Farm was raised by over 30 respondents and by 13 of the 52 who made written representations. The farm itself is an organic sheep and cattle farm, utilising the main bulk of land between the farm buildings, the existing A30 and the Shortlanesend Road to move livestock between fields and to the main farmyard hub. To the other side of the farm they have diversified into weddings and events, converting disused farm buildings into a banqueting barn and accommodation. This side of the business uses the organic produce of the farm to create a sustainable business model.

The proposed route of the new A30 passes through the land owned and farmed by Nancarrow Farm, severing fields and isolating a significant area between the proposed route and the existing A30, this area would no longer be connected to the main field network and livestock would need to be transported by road to graze in the area. In addition, the relatively modern farm buildings may require relocation. Loss of land and an increase in inefficiencies is considered to be severely detrimental to the business.

The rural setting of the wedding and events side of the business is one of their main selling points. Their focus on a local supply chain means that the events business contributes to the economy of the area and, as such, is heavily supported by the local community. It is perceived by many that moving the trunk road closer to the venue will negatively affect the appeal of the location. There is concern this could result in

reductions in the number of bookings and an associated reduction in turnover, which could impact on the viability of the business and, in turn, the organic farm.

4.2.13 Congestion on A390

Congestion on the A390, into Truro during the morning rush hour and out of Truro in the evening rush hour, has been considered during the design of the A30 scheme. A number of local residents raised the concern that traffic would back up the Truro direction, on the A390, to the proposed new Chiverton Cross junction and impact on the junction's function.

The A390 is a local road, managed by the local authority, Cornwall Council, who have planned, and are in the process on implementing, a number of improvement schemes to assist the flow of vehicles into and out of Truro. These improvements will have been completed by March 2020, when construction is programmed to start on these improvements, and therefore there is a very low risk of congestion on the A390 affecting the A30 scheme.

4.2.14 Impact on Henver Lane

Henver Lane is used as a rat run by vehicles generally travelling between Shortlanesend and Goonhavern, but forms a section of a longer commuting route between Newquay and Truro. The narrow width, poor condition of the road surface and high vehicle speeds mean the route is already a safety concern amongst the local community, but a valuable short cut to commuters. In addition, Henver Lane forms part of the National Cycle Network, Route 32, mixing cyclists into an already potentially dangerous stretch of road.

The local community is keen to see restrictions implemented to remove the use of this lane, making it permitted for access use only or blocking the northern end of the lane to all but pedestrians and cyclists.

4.3 How does this correspond with 2015 engagement

The issues raised in the 2015 engagement were used to inform the development of proposals for this consultation. Despite this, some of the 2015 issues still remain in feedback received as part of this consultation and are discussed above:

- Remove rat running / improvement of surrounding routes
- Improvement of non-motorised user routes

The proposals do address rat running by the selection of locations where crossing the A30 is facilitated and by the arrangement of side road junctions, particularly at Zelah. In addition, the local route will provide a free flowing alternative route to the dual carriageway. Modelling of existing traffic and comparisons against forecast traffic flows indicate that the scheme will reduce rat running and provide an efficient, congestion free route, minimising the attraction of finding alternative routes.

Details of non-motorised user improvements were not included on the consultation plans as the need was not understood in enough detail prior to the consultation, also prompting the inclusion of question 8 in the questionnaire. The reduced traffic on the local route will make the route more attractive for cyclists, although a segregated lane may be needed to maximise the appeal. Further consideration for non-motorised users will be included in the next phase of the project from summer 2017.

4.4 What happened next

After listening to the comments and suggestions that were made, these were fed back into the design process to assess the effect of changes and determine which should be incorporated into the scheme. These are discussed further in chapter 5.

5 We Did

A number of alternative designs were drafted and considered by the design team to address the comments raised during the consultation. These alternatives, and their assessment, are described in this chapter and in Appendix G.

5.1 Initial Assessment

A number of routes and junction arrangements were suggested during the public consultation and potential alternatives have been designed to address concerns described in chapter 4. The potential alternatives considered reducing land severance where possible. An initial assessment was carried out on all alternatives to ensure a further, multi-disciplinary assessment was only carried out on feasible alternatives. A description of the alternatives and a table (titled 'Consultee Proposals') summarising the decision following the initial assessment is contained in Appendix G.

Of the 23 suggested and designed alternatives, 13 were ruled out, 3 were identified as opportunities and 7 were considered to require further assessment. Following the initial assessment, those alternatives discarded, those taken as opportunities and those requiring further multi-disciplinary assessment are summarised below.

Table 5-1 below lists alternatives that were ruled out in the initial assessment, along with the reasons for doing so.

Table 5-1: Alternatives ruled out during the initial assessment

Alternative	Reason for not pursuing
Chiverton Cross – grade separated (junction split into two levels) at the existing location	There is insufficient space to accommodate the necessary changes in height required for a junction at two levels, without expensive retaining structures. Any solution here involving a junction on two levels would be unbuildable without major disruption to central and western Cornwall.
Chiverton Cross - Improvements to existing junction	Improvements, or remodelling, of the existing junction to increase capacity would not meet the demand predicted as a result of traffic modelling
Chiverton Cross - Through-about at existing junction (Signal controlled roundabout with dual carriageway through the centre at a single level)	The remodelled junction would have a limited capacity, be difficult to build without major disruption to central and western Cornwall and be an unfamiliar solution for many drivers use.
Chiverton Cross – Dumbbell roundabout close to existing junction	The junction would be prominent in landscape, particularly relative to the listed church in Chiverton, and require a lengthy construction sequence to minimise significant disruption. Reducing the level of the junction would result in costly and high maintenance engineering solutions to drain the excavation.
Chiverton Cross - Gyratory between consultation dumbbell and existing roundabout	Offered no comparable benefit over dumbbell at consultation location

Chiverton Cross - 6 arm single gyratory close to existing junction	The location did not differ greatly from the eastern alternative taken forward for further assessment but the footprint of the junction impacted on the A3075 and existing A30 resulting in a more disruption during construction or a longer construction period
Chybucca – East facing slip-roads	Predicted traffic flows do not justify their provision.
Remove Tresawsen bridge	Removal of the bridge will reduce connectivity of local routes to the detriment many local residents. It is not considered that large numbers of vehicles will use the route through Callestick as a rat run given the more efficient running on the A3075 and B3284.
Marazanvose - New A30 alignment south of Boswellick Farm	A route following the suggested alignment, or nearby permutations, passes through difficult topography with steep sided valleys. Solutions would require expensive structures or high impact embankments and, being remote from the existing transport corridor, the environmental impact would be more severe
Zelah - Reusing Zelah bypass	Although there would be saving in earthworks, as the corridor for the dual carriageway is already in place, alignment modifications would need to be made to comply with current design standards. A new side road would be required from Trevalso to Marazanvose and the location of the dual carriageway reduces the distance to Zelah village.
Zelah - Intermediate junctions at Twobarrows and Boxheater	Numerous intermediate junctions are not in line with the philosophy of the improvements, there would be an increased “hop on hop off” mentality and it would take away some benefits of the local route. An increased area of land would be required in which to locate the junctions increasing the impact on land owners and construction costs would increase for very little added value.
Carland Cross - Split the Carland Cross junction between the current location and Boxheater	Splitting the junction would be difficult as the majority of movements off and on to the dual carriageway would be using the east-facing slip roads. Locating either of the east-facing slip roads at Boxheater would cause poor performance during peak commuting hours and increase traffic on the local route. Moving the west-facing slip roads to Boxheater would have no perceived benefit.
Carland Cross – Remove proposed bridge. Convert the loop to a dumbbell with new local A30 route to the north. Existing A30 used as westbound on-slip	Increase land take and increase side road requirements. Reduction in structure requirements and improved setting of tumuli.

The following aspects were identified as opportunities that would add value but were not necessarily an essential part of the scheme:

- Non-motorised user crossing point at the existing Chiverton Cross junction
- Non-motorised user underpass at Church Lane, Zelah
- Vehicular underpass at Trevalso.

5.2 Further Assessment

The further assessment of 7 alternatives included the production of design drawings, contained in Appendix H, and a comprehensive review that included the following topics:

- Environmental considerations, including air quality, noise, ecology and historical features
- Design concessions
- Affected land owners
- Impact on Statutory Undertakers
- Buildability
- Non-motorised users

The assessment was carried out by engineers and specialists in each topic area and is reported in the Scheme Assessment Report.

Alternatives assessed were:

- Chiverton Cross
  - 5 arm single gyratory close to existing junction (west)
  - 6 arm single gyratory at consultation location (east)
- Chybucca
  - Online alignment to Tresawsen
- Marazanvose
  - South with local route on existing A30
  - North Option 1 with local route on existing A30 through Marazanvose
  - North Option 2 with diverted local route to the north
- Carland Cross
  - North removing A30

The alternatives at Marazanvose have a significant local effect on a number of properties between Town and Country Motors and Zelah. It is essential to understand the needs of the community in that area in more detail to support the assessment of the alternatives proposed considered. Highways England propose to write to, and meet with, those in the immediate locality.

6 Summary of results

6.1 Responses

The public agreed with the principle of improving the A30 between the Chiverton Cross and Carland Cross junctions and supported the retention of an alternative route for local traffic. Junctions on two levels maintaining flow on the A30 were supported and there was an overriding theme from the feedback at consultation events and within responses received that the improvements should be delivered more quickly than 2023.

Non-Motorised User (NMU) use in the area is low at present, but a local route, with reduced traffic, could become a desirable corridor for NMU travel for commuting and recreation.

The public felt that there were a number of opportunities to improve the route, to reduce severance of farmland in particular, and further investigate the provision of east facing slip roads at Chybucca.

6.2 Alternatives

After assessing the alternatives, it was clear that some had significant benefits when compared against the consultation layout. The following alternatives are recommended for further assessment against the consultation layout, including cost, so the preferred route can be selected:

- Chiverton Cross
  - 5 arm single gyratory close to existing junction (west)
  - 6 arm single gyratory at consultation location (east)
- Chybucca
  - Online alignment to Tresawsen
- Marazanvose
  - South with local route on existing A30
  - North Option 1 with local route on existing A30 through Marazanvose
  - North Option 2 with diverted local route to the north
- Carland Cross
  - North removing A30

Opportunities to add value were identified:

- Non-motorised user crossing point at the existing Chiverton Cross junction
- Non-motorised user underpass at Church Lane, Zelah
- Vehicular underpass at Trevalso.

6.3 Further Engagement

In general, the local community agreed with the principle of improving the A30 between the Chiverton Cross and Carland Cross junctions. The alternatives being considered do not significantly affect the key features conveyed through the consultation period, the number of junctions remains the same, as does the principle of retaining a local route.

Regarding the alternatives at Marazanvose, the results of Highways England's engagement will be contained in an addendum to this report.

7 Next Steps

7.1.1 Preferred route announcement

This consultation provided the opportunity for the public to express their views on the route options proposed ahead of further development and selection of a preferred route. This report summarises the responses and documents alternative solutions as a result of the public consultation. The Scheme Assessment Report will provide detail on the selection of a preferred route, the announcement of which is currently planned for summer 2017.

7.1.2 Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, a Development Consent Order (DCO) application must be made in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide whether the project will go ahead. The application is intended to be made in spring 2018. Prior to the application, we will undertake further public consultation on our detailed design proposals.

7.1.3 Key Dates

Dates	Milestone
Summer 2017	Announce preferred route
Autumn 2017	Statutory pre-application consultation
Spring 2018	Submit Development Consent Order application
Spring 2018	Individuals and interested parties register
Summer 2018	Start of DCO hearing (examination)
Summer 2019	Secretary of State Decision on DCO application
Spring 2020	Start construction
Winter 2022/2023	End of construction

8 Appendices

Appendix A. Consultation Material

Material
Information boards
Route Plan
Typical feature photographs
Brochure
Questionnaire

B3277 TO ST AGNES

B3277

CHIVERTON CROSS

EASTBOUND EXIT SLIP ROAD

EASTBOUND ENTRY SLIP ROAD

WESTBOUND ENTRY SLIP ROAD

CHIVERTON CROSS JUNCTION (UNDERBRIDGE)

WESTBOUND EXIT SLIP ROAD

A3075

EXISTING A30

FOUR BURROWS SOLAR FARM

Ch 0m

Ch 500m

Ch 1000m

Ch 1500m

Ch 2000m

Ch 2500m

A30 TO REDRUTH

A390

PENSTRAZE

A390 TO TRURO

KEY:

- PROPOSED CARRIAGEWAY
- PROPOSED CENTRAL RESERVE
- PROPOSED VERGE
- PROPOSED EMBANKMENT
- PROPOSED CUTTING
- STOPPING UP / TURNING HEAD
- PROPOSED STRUCTURE
- ACCESS TRACK
- FENCE LINES
- DRAINAGE FEATURES
- EXISTING A30 (RETAINED AS A LOCAL ROAD)
- A CLASS ROAD
- B CLASS ROAD
- C CLASS ROAD / UNCLASSIFIED
- HIGH VOLTAGE POWER LINE
- PYLON (HIGH VOLTAGE)
- WIND FARM
- SOLAR FARM

B3284 TO PERRANPORTH

A3075 TO NEWQUAY

B3284

EXISTING A30

OPTION A

OPTION B

GARVINACK
SOLAR FARM

CHYBUCCA

HILLVIEW
FARM

B3284

Ch 5500m

LAY-BY

TRESAWSEN
UNDERBRIDGE

ALLET
FARM

CAUSILGEY
SOLAR FARM

ESAWSEN
MARAZANVOSE
Ch 7500m
Ch 7000m
Ch 6500m
Ch 8000m
Ch 8500m
Ch 8800m
Ch 9000m
EXISTING BYPASS REMAINS AS LOCAL ROUTE
TOLGROGG ACCOMMODA BRIDGE
NANCARROW FARM
TWOBARROWS UNDERBRIDGE
NANTEAGUE SOLAR FARM
NANTEAGUE FARM
B3284 TO TRURO
C0089 TO SHORTLANESEND

B3285 TO GOONHAVEN
SCOTLAND ROAD
HENVER LANE
BOXHEATER
POLSTAIN FARM
ZELAH
EXISTING A30
Ch 10000m
Ch 10500m
Ch 11000m
Ch 11500m
Ch 12000m
Ch 9500m
PENNY-COME -QUICK
LAY-BY
PENNY-COME-QUICK UNDERBRIDGE
HONEYCOMBE FARM
JOURNEY END
TREVALSO
ENNIS FARM
A39 TO TRU

FOUR WINDS

CARLAND CROSS JUNCTION (UNDERBRIDGE)

Ch 12500m

Ch 13600m

EASTBOUND EXIT SLIP ROAD

EASTBOUND ENTRY SLIP ROAD

WESTBOUND ENTRY SLIP ROAD

NEWLYN DOWNS OVERBRIDGE

WESTBOUND EXIT SLIP ROAD

A30 TO BODMIN

CARLAND CROSS

MITCHELL

KEY:

- PROPOSED CARRIAGEWAY
- PROPOSED CENTRAL RESERVE
- PROPOSED VERGE
- PROPOSED EMBANKMENT
- PROPOSED CUTTING
- STOPPING UP / TURNING HEAD
- PROPOSED STRUCTURE
- ACCESS TRACK
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- B CLASS ROAD
- C CLASS ROAD / UNCLASSIFIED
- HIGH VOLTAGE POWER LINE
- PYLON (HIGH VOLTAGE)
- WIND FARM
- SOLAR FARM

RGB Aerial Photography - ©Airbus Defence and Space Limited and Bluesky International Limited

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A30 Chiverton to Carland Cross
Improvement scheme

Public consultation exhibition

October 2016

Welcome

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A30 Chiverton to Carland Cross
Improvement scheme

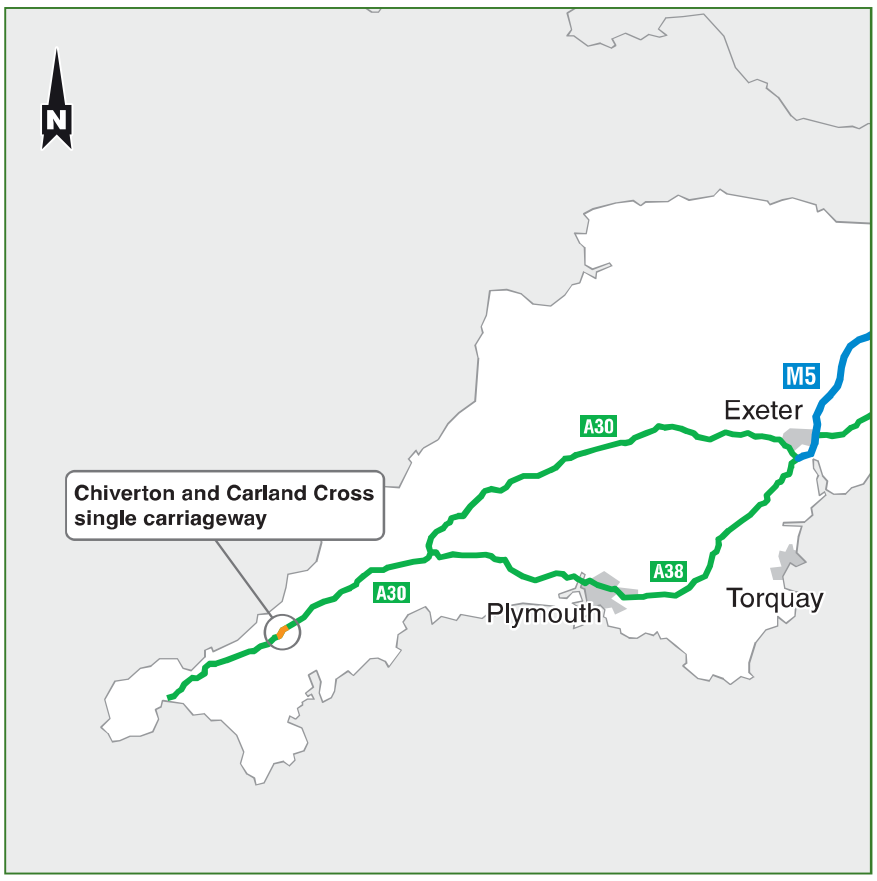
Introduction

Highways England is developing plans to improve the A30 between Chiverton and Carland Cross to dual carriageway standard as part of the Roads Investment Strategy 2015 – 2020.

Following on from their engagement event in March 2015, we have worked closely with Cornwall Council to develop proposals that meet community, investment and road users' needs.

We are holding this public consultation to present the current scheme proposals and to seek comments and feedback on them, prior to selecting a preferred route.

The consultation will run from 15 October until 25 November 2016.



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A30 Chiverton to Carland Cross
Improvement scheme

Why do we need this scheme?

The A30 provides a vital connection between Penzance and the M5 motorway at Exeter connecting people, businesses and communities. Together with the A38, it is one of the two key roads connecting Cornwall with Devon and the counties to the east.

While the majority of the road is to dual carriageway standard, the section between Chiverton Cross and Carland Cross is still single carriageway. This acts as a bottleneck, resulting in congestion, leading to longer and unreliable journey times. During peak times, journeys often take twice as long, with average journeys taking four times longer in the peak summer season.

There are several issues which cause these delays. The 2015 public engagement highlighted these issues.

- road layout
- difficulty of accessing and crossing the A30
- standard of the road and junctions
- traffic levels outgrowing the capacity of the road, causing tailbacks and delays
- limited opportunities for overtaking slower moving vehicles.

If nothing is done to improve capacity and connectivity, these delays are forecast to get worse in future years.

In developing this scheme we aim to address these issues by upgrading this section of the A30 to a high quality dual carriageway.

The scheme will support economic growth by making journeys safer and more reliable.

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A30 Chiverton to Carland Cross
Improvement scheme

Objectives of the scheme

The objectives of the proposed A30 Chiverton to Carland Cross improvement scheme are to:

Reduce congestion: making the route between Chiverton and Carland Cross more reliable, reducing journey times and providing capacity for future traffic growth.

Unlock growth: contributing to regeneration and sustainable economic growth by supporting employment and residential development opportunities.

Connect communities: making journeys easier by separating the strategic road network from local traffic, providing new bridges to cross the A30 and maintaining a route for local traffic and non-motorised users.

Improve safety, operation and efficiency: designing the proposed scheme to modern highway standards which are appropriate for a strategic road.

Protect the environment: by minimising adverse impacts and where possible deliver enhancements to the environment.

Minimise disruption: during construction.

Developing the Scheme

A previous scheme to improve this section of road was presented for consultation on in 2004. A preferred route was announced in 2005, but not developed further at that time. The scheme was reintroduced in December 2014 as part of the Government's Road Investment Strategy 2015 – 2020.

It was important to review whether the 2005 route remained the most appropriate solution and to consider if it could be improved.

Using the 2005 route as a starting point, and information gathered through the 2015 public engagement, we initially developed two routes.

We based one option on the 2005 route, which used parts of the existing A30 at Chybucca and Zelah. The other option we developed did not use the existing road, allowing this to be retained as a route for local traffic and non-motorised users.

The two routes shared common features and were identical for large parts of their length due to physical constraints.

Through a process of design and engineering, environmental and traffic assessment these two options have been refined into the single route presented at this consultation with two possible alignments at Chybucca.

As part of this consultation we would like to hear your views about the overall proposed route and the two options at Chybucca.

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A30 Chiverton to Carland Cross
Improvement scheme

Improving the 2005 route

We have reviewed, and where possible improved, the 2005 route to ensure that the route we take forward addresses the current issues and provides a route which is fit for the future.

Some of the improvements include:

- Separating traffic on the local road from the strategic road network by creating a new dual carriageway
- Protecting the village of Zelah by maintaining the Zelah bypass as part of the route for local traffic
- Improved junctions and accesses by removing approximately 90% of traffic from the existing road onto dual carriageway and retaining the existing A30 as a local route
- Minimising disruption during construction by retaining the existing A30 as a local route we can build the majority of the new dual carriageway away from the existing road. This is safer, quicker, less disruptive and a lower cost solution than converting sections of the existing road into a dual carriageway
- Relocating Chiverton Cross junction away from the services, businesses and properties which surround the existing junction to allow us to provide the size of junction which is needed to accommodate current and future traffic levels
- Dual carriageway alignment that does not cross the existing A30 at Marazanvose or join it near Twobarrows. Reducing costs of the scheme and reducing disruption
- The 2005 alignment at Chybucca incorporated the existing A30 into the new dual carriageway. This would require extensive diversions of fibre optic and power cables. Maintaining the route for local traffic would require construction of 2km of new local road. Both these would significantly increase the cost of the scheme.

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A30 Chiverton to Carland Cross
Improvement scheme

Features of the Scheme

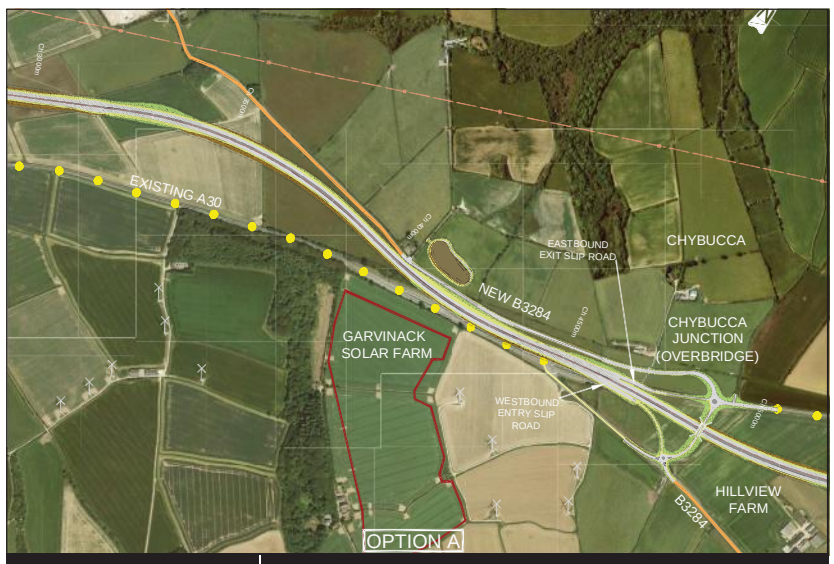
- 70mph high quality dual carriageway
- New junctions at Chiverton and Carland Cross built on two levels to allow traffic to flow freely
- New bridge at Chybucca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway
- 6 crossing points where local roads cross the new road
- Retention of the existing A30 for local traffic and non-motorised users
- New road drainage
- Environmental mitigation including planting and species protection.

The details shown on the route proposals plan have been developed to show indicative junction, local road and bridge layouts. These proposals will be developed further, taking account of the views provided to this consultation.

Options at Chybucca

Comparison - Option A

This consultation is seeking your views on two options at Chybucca. The following table compares Option A with Option B. The green and red colours indicate better or worse performance relative to the option B, with yellow indicating that there is no significant difference.



Comparison	Option A	
Environmental impacts	Area of new land required is approximately 16 hectares (40 acres)	
	Alignment passes within 5 metres of a tumulus (ancient burial mound)	
Impact on local communities and accessibility	Is approximately 10m south of the property at Callestick Vean	
	Retains the road which connects the two properties at Callestick Vean	
	Divides 7 fields into two sections, creating a smaller area of severed land than Option B.	
Design considerations	Requires construction of 1km of new local road north of the dual carriageway to maintain the connection to the B3284.	
	Requires approximately 150,000 tonnes of soil to be moved, significantly less than Option B. This is because Option A follows the existing ground level more closely, which means it will take less time and less cost to build.	
	Requires the local re-routing of underground services (fibre optic cables)	
Construction considerations	This option is partly offline then runs parallel to the existing A30 for 500m before crossing it. There is sufficient space to build the parallel section adjacent to the existing road.	
Disruption	Some delays may occur as drivers slow down to look at the construction, this is also likely for Option B. Both options will require some temporary traffic management to allow the new bridge and local road connections to be constructed.	

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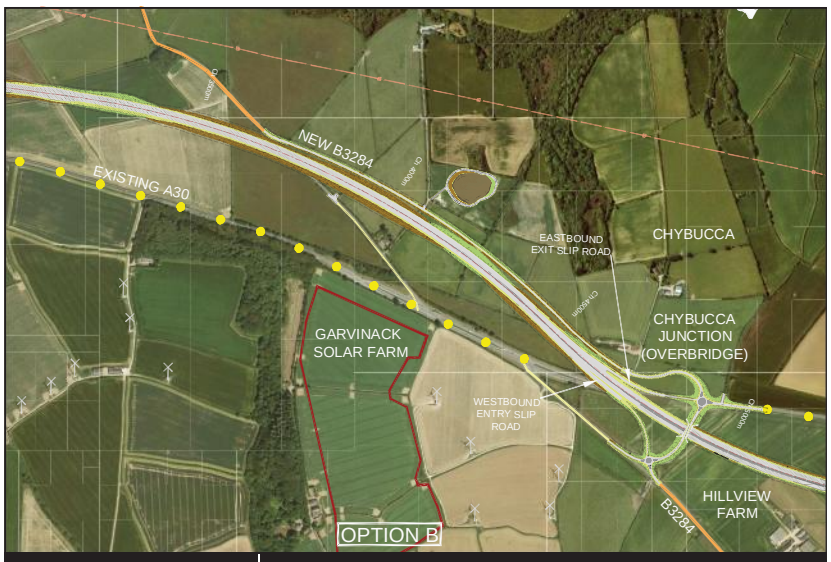
Options at Chybucca

Comparison - Option B

This consultation is seeking your views on two options at Chybucca. The following table compares Option B with Option A. The green and red colours indicate better or worse performance relative to option A, with yellow indicating that there is no significant difference.



Comparison	Option B	
Environmental impacts	The area of land required is approximately 19 Hectares (47 acres), which is 3 (7.4 acres) hectares more than Option A.	
	Alignment is 100m away from the tumulus (ancient burial mound).	
Impact on local communities and accessibility	Is approximately 30m north of the property at Callestick Vean.	
	Severs the road connecting the two properties at Callestick Vean, creating a 1.8km diversion between them via Chybucca junction.	
	This alignment is further from the A30, dividing 9 fields into two sections, creating a larger area of severed land than Option A.	
Design considerations	Requires construction of 1.3km of new local road to the north of the dual carriageway to maintain the connection to the B3284.	
	Requires approximately 250,000 tonnes of soil to be moved, significantly more than Option A. This is because a larger embankment would be needed, taking longer and increasing the cost.	
	Requires the re-routing of one additional cable compared to Option A, although the extra work involved is not significant.	
Construction considerations	Further away from the existing A30 than Option A, providing more separation, however there is sufficient space to build both options so the difference is not considered to be significant.	
Disruption	Option B can mostly be constructed away from the existing A30. Both options will require some temporary traffic management to allow the new bridge and local road connections to be constructed.	

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A30 Chiverton to Carland Cross
Improvement scheme

The environmental impact

Understanding the impact on the environment and community within the A30 corridor between Chiverton and Carland Cross is very important to us. Our aim is to minimise any adverse effects, while capturing the wider opportunities for improvement created by this scheme.

We have identified environmental constraints and used this information to help us develop the scheme proposals.

Work is underway to collect further environmental information which will help us to select a preferred route and plan how we can mitigate impacts on the environment. This could include planting, habitat creation and species protection.

Next steps

Preferred route announcement

This consultation is your opportunity to express your views on the route options we are proposing ahead of further development and selection of a preferred route. After the consultation ends we will publish a report summarising the responses. From this the project team will make recommendations for further development of the scheme. We plan to announce the preferred route in spring 2017.

Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide whether or not the project will go ahead.

We currently intend to make our application by spring 2018. Prior to the application, we will undertake further public consultation on our detailed design proposals.

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A30 Chiverton to Carland Cross
Improvement scheme

Share your views

This is the first stage in our consultation process. We would like to know what you think about the route and option proposals. We will listen to your views and publish a Consultation Report to inform the selection of a preferred route. To help us with this, please complete the questionnaire, which you can access online at our website:

www.highways.gov.uk/A30Chiverton-to-CarlandCross

Paper copies of the questionnaire will be available at the exhibitions, at local libraries (St Agnes, Perranporth and Truro), at County Hall and can be requested from the project team by:

emailing us at:

A30ChivertontoCarlandCross@highwaysengland.co.uk

writing to us at: A30 Chiverton to Carland Cross Project Team, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA

calling us at: **0300 123 5000**

The deadline for submitting responses to the consultation is

Friday 25 November 2016.

You can contact the project team using the above details to discuss queries about the scheme.

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A30 Chiverton to Carland Cross Improvement scheme

Public consultation
October 2016

About us

Highways England, formerly the Highways Agency, is the government-owned company charged with operating, maintaining and improving England's motorways and major A roads. We are responsible for the A30 and A38 in Cornwall.

Summary

In 2014 the Government published its first road investment strategy (RIS) which covers the period 2015 – 2020. The RIS sets out the vision for the strategic road network and includes a commitment to improve the A30 between Chiverton and Carland Cross to dual carriageway standard.

This section of A30 is the last remaining length of single carriageway between Camborne and the M5 motorway and regularly experiences congestion and delays.

We are consulting on proposals to improve the A30 to the north of Truro, between Chiverton and Carland Cross.

Our proposals will create a new dual carriageway whilst retaining a route for local traffic. This will relieve congestion and improve access between communities, workplaces and local services.

This consultation provides you with an opportunity to view, discuss and help shape the proposals prior to the selection of a preferred route.

The cost of developing this scheme is part funded by an £8m contribution from the European Regional Development Fund.

This brochure provides a summary of the route proposals together with information about the development of the scheme.

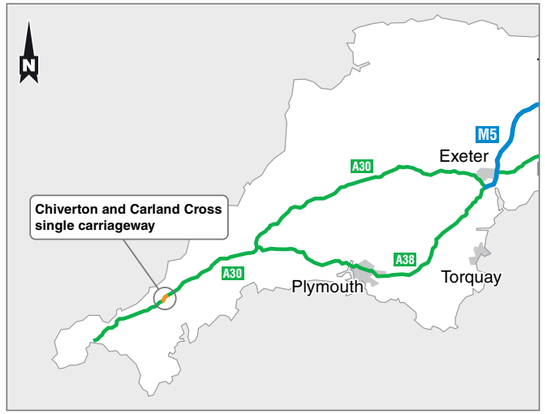
Further information is available via our website and at exhibition events where you can discuss the proposals with the project team.

We invite you to read this information, discuss with our team what the proposals mean for you, and complete a short questionnaire to share your views.

The consultation will run from 15 October until 25 November 2016.

Why do we need this scheme?

The A30 provides a vital link between Penzance and the M5 motorway at Exeter connecting people, businesses and communities. Together with the A38, it is one of the two key roads connecting Cornwall with Devon and counties to the east. The section between Chiverton and Carland Cross has a dual function, providing both a strategic east-west link and also accommodating local traffic movements, particularly the north-south flow of traffic between communities and workplaces.



While the majority of the A30 is of dual carriageway standard, the section between Chiverton and Carland Cross is still single carriageway and presents the following issues:

- sections of narrow carriageway
- unsuitable bends and gradients for high speed traffic
- locations with poor forward visibility
- slow moving agricultural vehicles
- limited opportunities for overtaking
- increasing traffic levels outgrowing the capacity of the existing road
- multiple minor roads and junctions where traffic enters, exits or crosses the A30.

The consequences of these issues are:

- congestion and longer journey times particulary during peak times
- unreliable journey times
- queuing at the junctions, due to the interaction between local and strategic traffic, particularly at peak times
- queuing when incidents occur with knock on effects to surrounding local routes.

During busy periods, journeys often take twice as long, with average journeys taking four times longer in the peak summer season. If nothing is done to improve capacity and connectivity, these delays are forecast to get worse in future years. The scheme will support economic growth by making journeys safer and more reliable.

Objectives of the scheme

The objectives of the scheme are to:

- **Reduce congestion:** making the route between Chiverton and Carland Cross more reliable, reducing journey times and providing capacity for future traffic growth
- **Unlock growth:** contributing to regeneration and sustainable economic growth by supporting employment and residential development opportunities
- **Connect communities:** making journeys easier by separating the strategic road network from local traffic, providing new bridges to cross the A30 and maintaining a route for local traffic and non-motorised users
- **Improve safety, operation and efficiency:** designing the proposed scheme to modern highway standards which are appropriate for a strategic road
- **Protect the environment:** by minimising adverse impacts and where possible delivering enhancements to the environment
- **Minimise disruption:** during construction.

Developing the scheme

A previous scheme to improve this section of road was presented for consultation in 2004. A preferred route was announced in 2005, but the scheme was not developed further at that time after being categorised as a longer-term scheme by the South West Regional Assembly.

The scheme was reintroduced in December 2014 as part of the Government's *Road Investment Strategy 2015-2020*.

Cornwall Council arranged public engagement events in March 2015 to seek feedback on issues with the existing A30 and how the road could be improved. The engagement showed overwhelming support, both locally and from across Cornwall, for an improvement to this section of the A30. The majority of comments received indicated a preference to see the road improved to dual carriageway with junctions built on two levels to replace the roundabouts at Chiverton and Carland Cross.

Feedback received supports the issues presented on page 5.

Using the 2005 route as a starting point, and information gathered through the 2015 public engagement, we initially developed two routes.

We based one option on the 2005 route, which used parts of the existing A30 at Chybucca and Zelah. The other option we developed did not use the existing road, allowing this to be retained as a route for local traffic and non-motorised users. The two routes shared common features and were identical for large parts of their length due to physical constraints.

Through a process of design and engineering, environmental and traffic assessment these two options have been refined into the single route presented at this consultation. At Chybucca there are two possible local alignments. A comparison of these local options is provided on pages 18 and 19 of this brochure.

As part of this consultation we would like to hear your views about the overall proposed route and the two options at Chybucca.

Views from the 2015 public engagement

The March 2015 engagement received 1,301 responses, the full report is available at the scheme website. Below is a summary of the issues raised, which have been taken into account in developing the scheme proposals.

What doesn't work well/do you not like about the existing route?

- The existing roundabouts and junctions
- Congestion, tailbacks and delays
- Difficult access onto, or crossing, the A30
- Slow moving agricultural vehicles.

How could the route be improved through this project?

- Improve journey times and ease congestion
- Provide dual carriageway / faster route
- Improve access / grade separated junctions
- Remove rat running / improve surrounding routes
- Improve non-motorised user routes.

Comments or concerns about the impacts on connecting routes

- Concerns regarding Chiverton Cross and the impact on the A390 to Truro, A39 to Truro and A3075 to Newquay
- Disruption during construction, impacts on surrounding routes
- Environmental concerns on ecology, landscape, agriculture, archaeology
- Impact / conflict with wind / solar farms
- North / south crossing of A30, non-motorised user provision and crossing points.

Why we reviewed the 2005 route

It was important to review whether the 2005 route remained the most appropriate solution and to consider if it could be improved. The aim was to ensure that the route we take forward addresses the current issues, the concerns raised from the previous public engagement and provides a route which is fit for the future.

Adapting to changing circumstances

- Local development changes since 2005 – such as new wind and solar farms which have been constructed along the A30 and add physical constraints
- Cornwall Local Plan (2010 – 2030) – this sets out the vision for growth in Cornwall including new housing, community facilities, shops and employment. This local development will generate extra journeys, which have been accounted for.

Improving the route

Using the 2005 route as a starting point, we identified opportunities to improve it:

Separating the strategic road network from local traffic

One of the issues with the existing road is the mix of local and strategic traffic. We propose to retain the existing A30 as a route for local traffic and non-motorised users, and to create a new dual carriageway for trunk road traffic.

Protecting the village of Zelah

The 2005 proposals converted the Zelah bypass into a dual carriageway, removing the opportunity to provide a continuous alternative local route.

The lack of an alternative local route would increase traffic through Zelah which we do not consider to be acceptable. There are also significant challenges to converting the Zelah bypass into a dual carriageway, so we propose to retain it as part of the route for local traffic, reducing the width to two lanes, and create the new dual carriageway to the south.

Junctions and accesses
The frequent spacing of junctions and accesses results in trunk road traffic slowing down to allow other vehicles to enter or exit the road, contributing to the delays.

The new dual carriageway will remove approximately 90% of traffic from the existing road and provide a high quality link between Chiverton and Carland Cross. By retaining the existing A30 as a local route, we can maintain the connections provided by this road.

Minimising disruption during construction
By retaining the existing A30 as a local route we can build the majority of the new dual carriageway away from the existing road. This is safer, quicker, less disruptive and a lower cost solution than converting sections of the existing road into a dual carriageway.

Relocating Chiverton Cross junction
The 2005 route proposed a new junction on the site of the existing junction at Chiverton. The space available at the existing junction is constrained by the services, businesses and properties which surround it. Constructing a new junction here would impact upon these and be very disruptive and difficult to build.

We propose to build a new junction to the north east of the existing one, which avoids these constraints, allowing us to provide the size of junction which is needed to accommodate current and future traffic levels.

The dual carriageway alignment at Marazanvose
The 2005 route alignment crossed the existing A30 at Marazanvose and then joined it near Twobarrows. This did not provide for a continuous local route separated from the dual carriageway. Retaining the 2005 route and providing a continuous local route would require an additional 1.2km of local road and a new bridge. Such provision would result in significant impacts to the flow of traffic during construction and add to the cost of the scheme. We propose an alignment that does not cross or make use of the existing A30 to avoid these impacts and costs.

The dual carriageway alignment at Chybucca
The 2005 alignment incorporated the existing A30 into the new dual carriageway. This would require extensive diversions of fibre optic and power cables. Maintaining the route for local traffic would require construction of 2km of new local road. Both of these would significantly increase the cost of the scheme. We have considered two alternatives at Chybucca which are presented on pages 16 -19.

Environmental effects

Understanding the impact on the environment and community within the A30 corridor between Chiverton and Carland Cross is very important to us. Our aim is to minimise any adverse effects, while capturing the wider opportunities for improvement created by this scheme.

We have identified environmental constraints and used this information to help us develop the scheme proposals.

Work is underway to collect further environmental information which will help us to select a preferred route and plan how we can mitigate impacts on the environment. This could include planting, habitat creation and species protection.

Features of the scheme

Based on the scheme objectives, the issues which currently exist on this section of A30, the feedback provided to the March 2015 engagement, and the improvements we identified to the 2005 route, we have developed a scheme which includes:

- 70mph high quality dual carriageway
- New junctions at Chiverton and Carland Cross built on two levels to allow traffic to flow freely
- New bridge at Chybucca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway
- 6 crossing points where local roads cross the new road using under or over bridges
- Retention of the existing A30 for local traffic and non-motorised users
- Environmental mitigation including planting, habitat creation and species protection
- New road drainage discharging into local watercourses with ponds to control water quality and flow rates.

The proposals shown on this plan are presented for comments and will be developed further based on the feedback received.

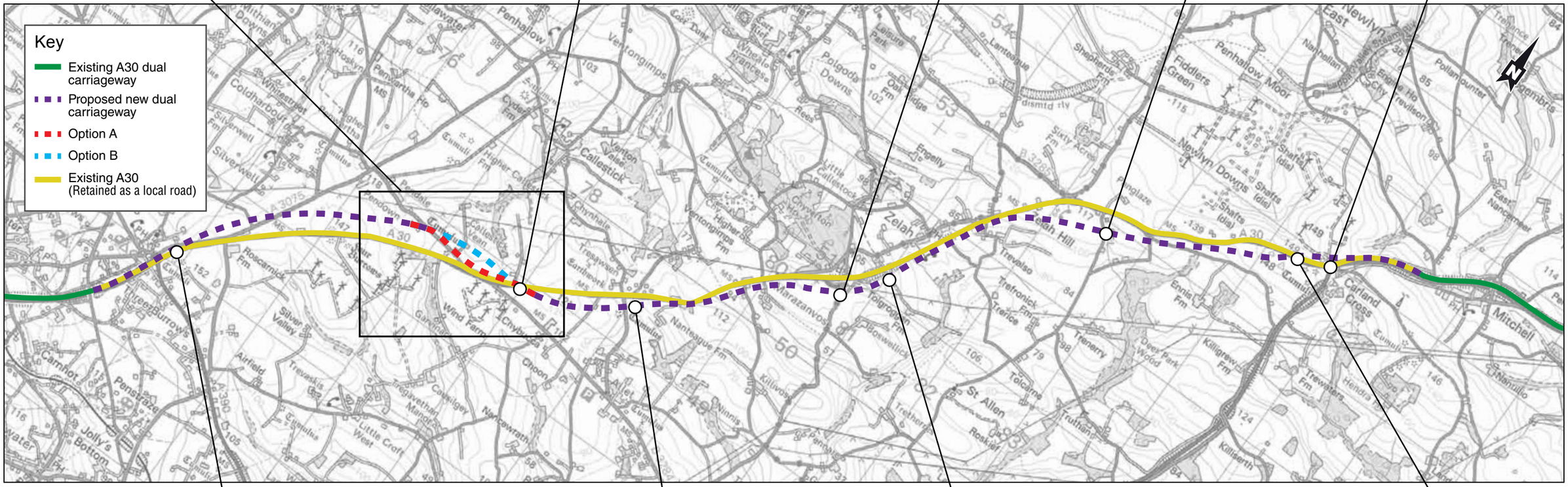
Chybucca
Two alignment options considered

Chybucca junction
New bridge at Chybucca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway

Twobarrows
New underbridge to maintain local connectivity

Penny-Come-Quick
New underbridge to maintain local connectivity

Carland Cross junction
New junction built on two levels, maintaing connections to A39 and local services



Chiverton Cross junction
New junction built on two levels located north east of the existing roundabout, maintaining connections to A390 (Truro), A3075 (Newquay), B3277 (St Agnes) and local services. The old roundabout would be removed.

Tresawen - Allet Road
New underbridge to maintain local connectivity

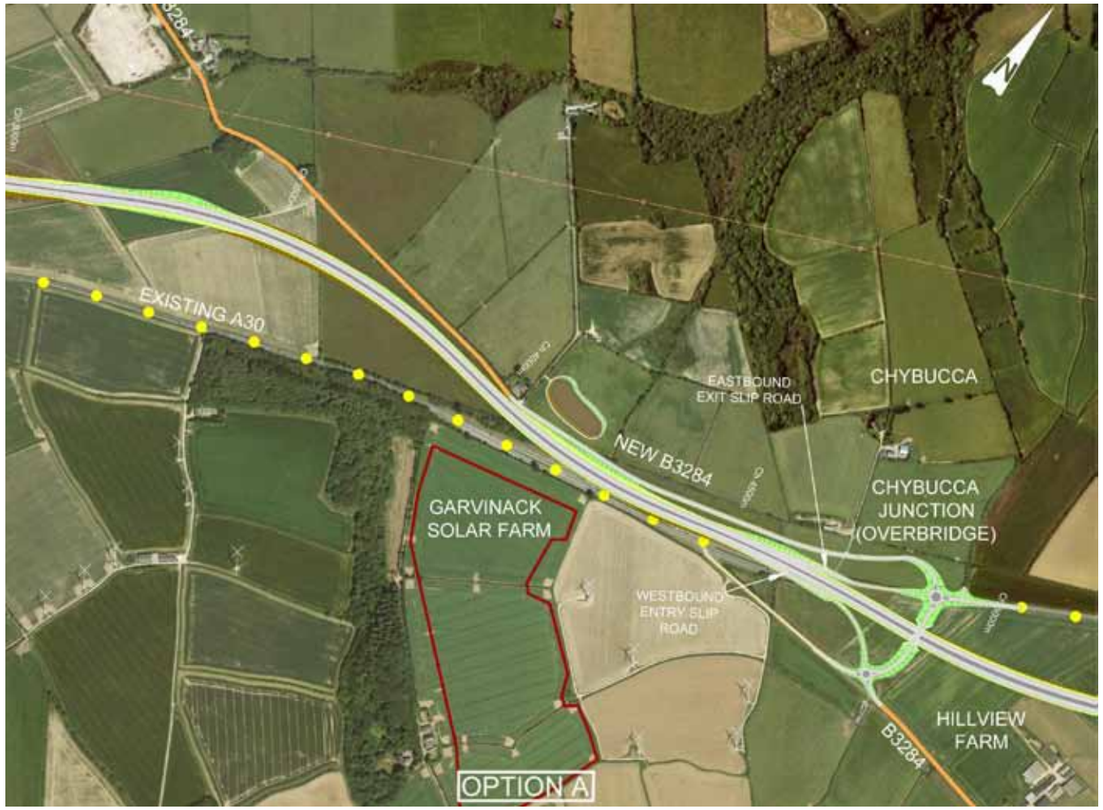
Tolgroggan Farm
Bridge proposed over dual carriageway to maintain local access to farm and footpath

Newlyn Downs
New overbridge to maintain local connectivity

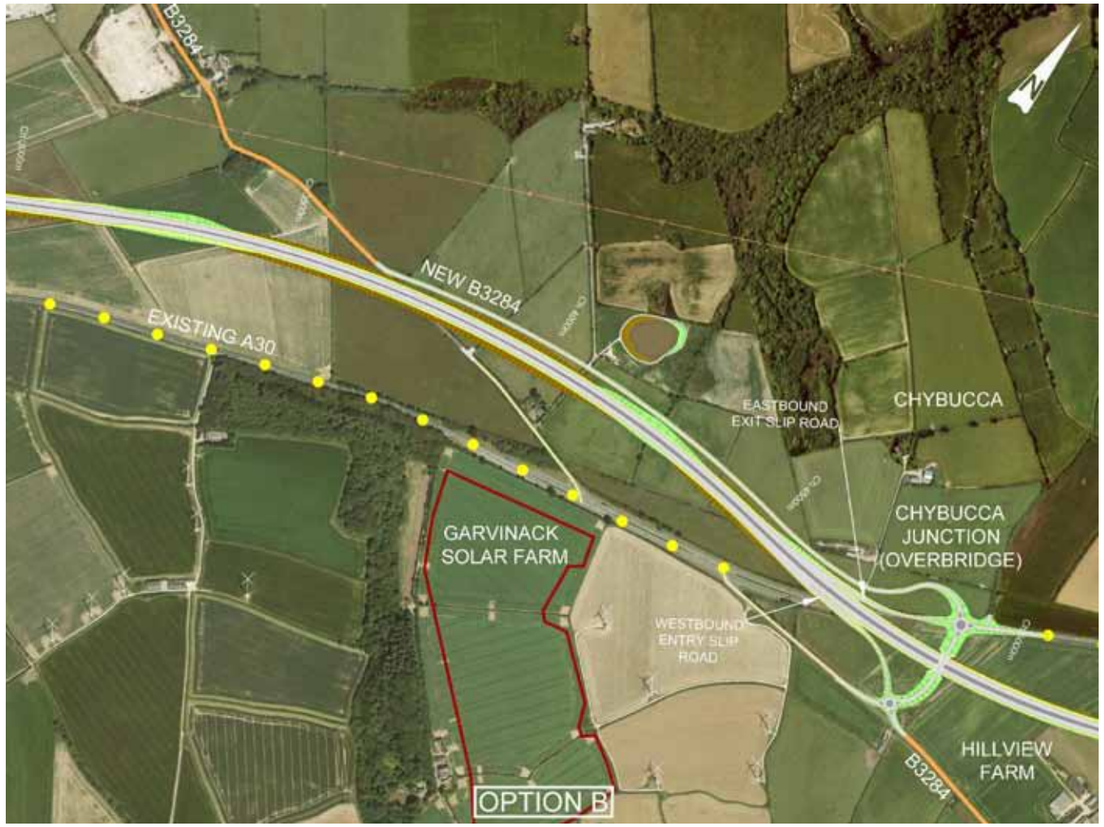
Options at Chybucca

This consultation is seeking your views on two options at Chybucca.

Option A



Option B



The following tables compare the two options. The green and red colours indicate better or worse performance relative to the other option, with yellow indicating that there is no significant difference.

Comparison	Option A	
Environmental impacts	Area of new land required is approximately 16 hectares (40 acres).	
	Alignment passes within 5m of a tumulus (ancient burial mound).	
Impact on local communities and accessibility	Is approximately 10m south of the property at Callestick Vean.	
	Retains the road which connects the two properties at Callestick Vean.	
	Divides 7 fields into two sections, creating a smaller area of severed land than Option B.	
Design considerations	Requires construction of 1km of new local road north of the dual carriageway to maintain the connection to the B3284.	
	Requires approximately 150,000 tonnes of soil to be moved, significantly less than Option B. This is because Option A follows the existing ground level more closely, which means it will take less time and less cost to build.	
	Requires the local re-routing of underground services (fibre optic cables).	
Construction considerations	This option is partly offline then runs parallel to the existing A30 for 500m before crossing it. There is sufficient space to build the parallel section adjacent to the existing road.	
Disruption	Some delays may occur as drivers slow down to look at the construction, this is also likely for Option B. Both options will require some temporary traffic management to allow the new bridge and local road connections to be constructed.	

Comparison	Option B	
Environmental impacts	The area of land required is approximately 19 Hectares (47 acres), which is 3 (7.4 acres) hectares more than Option A.	
	Alignment is 100m away from the tumulus (ancient burial mound).	
Impact on local communities and accessibility	Is approximately 30m north of the property at Callestick Vean.	
	Severs the road connecting the two properties at Callestick Vean, creating a 1.8km diversion between them via Chybucca junction.	
	This alignment is further from the A30, dividing 9 fields into two sections, creating a larger area of severed land than Option A.	
Design considerations	Requires construction of 1.3km of new local road to the north of the dual carriageway to maintain the connection to the B3284.	
	Requires approximately 250,000 tonnes of soil to be moved, significantly more than Option A. This is because a larger embankment would be needed, taking longer and increasing the cost.	
	Requires the re-routing of one additional cable compared to Option A, although the extra work involved is not significant.	
Construction considerations	Further away from the existing A30 than Option A, providing more separation, however there is sufficient space to build both options so the difference is not considered to be significant.	
Disruption	Option B can mostly be constructed away from the existing A30. Both options will require some temporary traffic management to allow the new bridge and local road connections to be constructed.	

Next steps

Preferred route

This consultation is your opportunity to express your views on the current scheme proposals ahead of further development and selection of a preferred route.

After the consultation ends, we will publish a report summarising the responses. From this the project team will make recommendations for further development of the scheme.

Subject to the findings of the consultation, a preferred route announcement will be made in spring 2017 and the pre-application stage of the development consent process will begin.

Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide on whether or not the project will go ahead.

We currently intend to make our application by spring 2018. Prior to the application, we will undertake further public consultation on our detailed design proposals.

More information about the Development Consent Order process can be found on the Planning Inspectorate's website: **http://infrastructure.planningportal.gov.uk**

Share your views

This is the first stage in our consultation process. We would like to know what you think about the route and option proposals. We will listen to your views, publish a consultation report and use this to inform the selection of a preferred route.

To help us with this, please complete the questionnaire, which you can access online at our website: **www.highways.gov.uk/A30Chiverton-to-CarlandCross**

Paper copies of the questionnaire will be available at the exhibitions, at local libraries (St Agnes, Perranporth and Truro), and can be requested from the project team by:

emailing us at: **A30ChivertontoCarlandCross@highwaysengland.co.uk**

writing to us at: **A30 Chiverton to Carland Cross Project Team, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA**

calling us at: **0300 123 5000**

You can contact the project team using the above details to discuss queries about the scheme.

The deadline for submitting responses to the consultation is Friday 25 November 2016.

Notes

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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or email **psi@nationalarchives.gsi.gov.uk**.

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Highways England creative job number M160224

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or email **psi@nationalarchives.gsi.gov.uk**.

This document is also available on our website at **www.gov.uk/highways**

If you have any enquiries about this publication email **info@highwaysengland.co.uk**
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Highways England creative job number M160249

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highways england

European Union
European Regional Development Fund

A30 Chiverton to Carland Cross Improvement scheme
Consultation questionnaire

We thank you for taking the time to complete this questionnaire.

If at all possible, please complete this questionnaire online at:

www.highways.gov.uk/A30Chiverton-to-CarlandCross

If you complete this questionnaire in paper format please return in the prepaid envelope provided or post to:

A30 Chiverton to Carland Cross
WSP | Parsons Brinckerhoff, The Forum, Barnfield Road, Exeter, Devon, EX1 1QR.

The following questions relate to the proposed scheme to improve the A30 between Chiverton Cross and Carland Cross to dual carriageway standard. We recommend that you read the A30 public consultation brochure and supporting documents, or visit one of the consultation events, before completing this questionnaire. Consultation materials and details of the A30 consultation exhibitions can be viewed online at the above mentioned website or may be requested free of charge from Highways England using the following phone number **0300 123 5000**.

The deadline for all responses is 23:59 on Friday 25 November 2016.

Please provide us with your name and address, or, if you would prefer your comments to be anonymous, your postcode only. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of the project and will not be disclosed to any third parties.

Name:							
Address:							
Postcode:							

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).
If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England. Highways England will process your personal data in accordance with the DPA and, in the majority of circumstances, this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

1. About you and your interest in the scheme (please tick the boxes which best describe you).

		Within 1km of the scheme	Elsewhere in Cornwall	Outside Cornwall
1a	I am a resident who lives	☐	☐	☐
1b	I own land	☐	☐	☐
1c	I farm land or work in agriculture located	☐	☐	☐
1d	I own or work for a business located	☐	☐	☐
1e	I commute along or across this section of A30, my journey begins	☐	☐	☐
1f	I mostly visit this area for tourism or leisure purposes, I live	☐	☐	☐

1g	Other (please specify)	

2. Please provide the postcode for your home and workplace (this information helps us to understand where people live and work in relation to the scheme. It cannot be used to identify individuals and will be treated in accordance with the Data Protection Act.)

Home		Workplace	

3. In relation to this stretch of road which type of transport do you use most frequently?

Motor car/van	☐	Agricultural vehicle	☐

12. How could we improve the consultation materials and exhibitions for the next round of consultations for this scheme?

Contact details

If you wish us to keep you informed of progress on the scheme please provide your contact details.

Name	
Address	
*Email	

*We generally correspond via email unless requested otherwise.

To understand what happens once you have returned your completed questionnaire we recommend that you read the What Happens Next section of the A30 public consultation brochure.

Thank you for taking the time to complete this questionnaire.

9. Do you have any general comments or observations, including anything you think we have missed or overlooked?

10. How did you find out about the A30 Chiverton Cross to Carland Cross consultation?

Letter through the door	☐	Public notice	☐
Highways England website	☐	Local newspaper article	☐
Direct contact from Highways England	☐	Local community group	☐
Local radio	☐	Local television	☐

Other (please specify)	

11. How useful did you find the consultation material and exhibitions?

Very useful	☐	Useful to an extent	☐
Useful	☐	Not useful	☐

Motorbike	☐	Bicycle	☐
Commercial vehicle	☐	Horse	☐

Other (please specify)	

4. Have you previously travelled along or across this section of A30 by any of the following, and if so how often? (please tick all that apply).

		Daily	Once a week or more	Once a month or more	Every 6 months or more	Once a year or more	Never
4a	Walking	☐	☐	☐	☐	☐	☐
4b	Bicycle	☐	☐	☐	☐	☐	☐
4c	Horse riding	☐	☐	☐	☐	☐	☐

4d	Other non motorised activity (please specify)	

5. Do you support the need for an improvement to this section of the A30?

Yes	☐	No	☐

6. To what extent do you agree with the following statements?

		Disagree	Agree but could be improved	Agree, happy with the proposals	No opinion/not sure/does not apply to me
6a	I support the proposals shown for a 70mph dual carriageway with grade separated junctions (junctions built on two levels)	☐	☐	☐	☐
6b	The proposed new junction at Chiverton Cross appears to be suitable for my needs	☐	☐	☐	☐
6c	The proposed new junction at Carland Cross appears to be suitable for my needs	☐	☐	☐	☐
6d	The proposed new junction at Chybucca (with west facing slip roads) appears to be suitable for my needs	☐	☐	☐	☐
6e	Considering the scheme as a whole, the proposals as shown will have a positive impact on me and/or my business	☐	☐	☐	☐
6f	The proposals for a new dual carriageway and retaining the existing A30 as a local route, will allow me to access the roads, properties and businesses which I need to visit	☐	☐	☐	☐
6g	The provision of bridges to get across the new dual carriageway appears to be suitable for my needs	☐	☐	☐	☐
6h	As someone who cycles, or would like to cycle in this area the retention of the existing A30 as a local route, with reduced traffic levels, will provide a route that I would cycle along	☐	☐	☐	☐

6i. If you answered disagree or agree but could be improved to any of the statements in question 6, please explain why.

7. Considering the alternative layouts at Chybucca, do you prefer?

Option A	Option B	No preference
☐	☐	☐

8. Are there any improvements to these proposals that you would like to see for cyclists, walkers, equestrians, or any other non-motorised types of transport?

Yes	☐	No	☐

If yes please expand

Appendix B. Consultation Events

Consultation events and meetings were carried out before, and throughout, the consultation period. Table 8-1 below summarises the consultation carried out.

Table 8-1 Consultation Events

Event	Date	Audience
Land interest meetings	04 October 2016 to 25 November 2016	Affected landowners, affected tenants and then adjacent landowners and tenants.
MP brief*	September 2016	George Eustice And Sarah Newton
Local Enterprise Partnership	11 October 2016	Presentation to the board of the Cornwall and Isles of Silly Local Enterprise Partnership
Environmental briefings*	29 September	Cornwall Council Environment department and Cornwall Wildlife Trust
Council members brief	06 October 2016	Presentation material displayed for information and comment from Cornwall Council members
St Allen Parish Council	17 October 2016	Parish council meeting
Parish Council chairman briefing*	06 October 2016	Parish council representatives
Launch event with stakeholders and press*	12 October 2016	Presentation to stakeholders
Deposit points	15 October 2016	For those unable to attend an exhibition event
Public event Trispen	15 October 2016	Public (east)
Public event Shortlanesend	19 October 2016	Public (centre / south)
Public event Blackwater	20 October 2016	Public (west)
Access forum	12 November 2016	Representatives for walking and equestrian interests
Cycling forum	12 November 2016	Representatives from various cycling bodies
Public event Perranporth	24 November 2016	Public (north)
St Agnes and Perranporth Community network meeting (Perranporth)	24 November 2016	Public and representatives from Parish Councils
Natural England Meeting	15 July 2016	Natural England
National Trust Meeting	13 December 2016	National Trust
Historic England Meeting	07 November 2016	Historic England

*A schedule of those invited is contained in the Appendix C.

Appendix C. Consultees and Event Invitations

C.1 Section 42 Consultee List

- Secretary of State for Transport
- Parliamentary Under Secretary of State for Transport
- Highways England Asset Development and Delivery Teams
- Highways England Managing Agents Area 1 (Kier)
- Regional Control Centre (Customer Operations)
- CLH Pipeline System
- Scottish Power
- Sky
- Vodaphone
- Level 3
- Virgin
- Verizon
- Western Power Distribution
- Wales and West Utilities
- South West Water
- BT Openreach
- Area of Outstanding Natural Beauty Board
- The Equality and Human Rights Commission
- Cornwall and Isles of Scilly LEP
- Design Council
- NHS Kernow Clinical Commissioning Group
- Health and Safety Executive
- Homes and Communities Agency
- Environment Agency
- Natural England
- Historic England
- The Civil Aviation Authority
- The Coal Authority
- Public Health England
- The Crown Estate
- The Forestry Commission
- The Maritime and Coastguard Agency
- The Joint Nature Conservation Committee
- Affected statutory undertakers recorded elsewhere. See separate project files.
- Devon & Cornwall Police
- Cornwall Fire and Rescue Service
- Police and Crime Commissioner
- Chairman of Cornwall Council
- Cornwall Council Member for Truro Boscawen and Portfolio Holder for Transport
- Cornwall Council Member for Mount Hawke and Portreath and Portfolio Holder for Housing and Environment
- Cornwall Council Member for St Agnes
- Cornwall Council Member for Perranporth
- Cornwall Council Member for Newlyn and Goonhavern
- Cornwall Council Member for St Enoder and Leader Mebyon Kernow

- Cornwall Council Member for Ladock, St Clement and St Erme
- Cornwall Council Member for Chacewater, Kenwyn and Baldhu
- Cornwall Council Member for Truro Trehaverne
- Cornwall Council Member for Truro Tregolls
- Cornwall Council Member for Truro Redannick
- Cornwall Council Member for Milestone and Gloweth
- Cornwall Council Member for Probus, Tregony and Grampound
- Cornwall Council Member for Roseland and Portfolio Holder for Economy and Culture
- Cornwall Council Member for Feock and Playing Place
- Other Cornwall Council Ward Councillors
- Strategy, Economy, Enterprise and Environment
- Strategic Transport
- Highway Maintenance
- Strategic Environment and Waste
- Development
- Environmental Protection Officer
- Countryside Access Team
- Integrated Transport Unit
- Community Network Managers
- Cornwall Air Quality Forum
- Historic Environment Service
- Flood Management
- Equality / Diversity Team
- World Heritage Site Co-ordinator
- Natural Environment Team
- Kenwyn Parish Council
- Perranzabuloe Parish Council
- St Allen Parish Council
- St Erme Parish Council
- St Newlyn East Parish Council
- Patricia and Mark Nicholson
- Philip Crewdson
- Frank Chapman
- Daryl and Claire Springall
- Mr Graham
- Foote Family at Chynoweth Farm
- Mr and Mrs Harvey
- John Sweet
- Steve Tythcott
- Peter Sluggett
- Frank Matthews
- Colin Christophers
- Cornwall Council County Farms Service
- Affected landowners

C.2 Event Invite Schedule

A schedule of the consultees invited to the events prior to the public launch is contained on the next page.

Appendix D. Publicity

D.1 Twitter

Table 8-2 below lists the tweets associated with the A30 Chiverton to Carland Cross consultation

Table 8-2: Twitter mentions during the consultation period

User	Snippet
Cornwall Council (@CornwallCouncil)	RT @HighwaysSWEST: Extra public event announced for 24 November on major A30 Chiverton to Carland Cross dualling scheme in Cornwall |bit.ly/2fg9RxW
Mark O'Brien (@MOBrienCLO)	RT @CornwallCouncil: Feedback on the proposed A30 Chiverton Cross to Carland Cross Improvement scheme before 25 November @HighwaysEngland bit.ly/2e2cKEX
Cornwall Council (@CornwallCouncil)	Feedback on the proposed A30 Chiverton Cross to Carland Cross Improvement scheme before 25 November @HighwaysEngland bit.ly/2e2cKEX
Growth Programme (@GrowthProgramme)	RT @CornwallCouncil: Plans to dual A30 Chiverton-Carland Cross @HighwaysEngland consultation today from 4.30pm Blackwater Primary School bit.ly/2d9c7Wh
Cornwall Council (@CornwallCouncil)	Plans to dual A30 Chiverton-Carland Cross @HighwaysEngland consultation today from 4.30pm Blackwater Primary School bit.ly/2d9c7Wh
Cornwall&Scilly HER (@HERCornwlScilly)	RT @CornwallCouncil: Plans to dual A30 Chiverton - Carland Cross @HighwaysEngland consultation today until 8pm Shortlanesend Village Hall bit.ly/2d9c7Wh
Cllr Gemma Massey (@MrsMassx)	RT @CornwallCouncil: Plans to dual A30 Chiverton - Carland Cross @HighwaysEngland consultation today until 8pm Shortlanesend Village Hall bit.ly/2d9c7Wh
Cornwall Council (@CornwallCouncil)	Plans to dual A30 Chiverton - Carland Cross @HighwaysEngland consultation today until 8pm Shortlanesend Village Hall bit.ly/2d9c7Wh
William B Barber (@wbbarber)	RT @BBCCornwall: @HighwaysSWEST dualling scheme proposed for A30 has just 1 junction at Chybucca. Roundabouts at Chiverton & Carland Cross would be raised. pic.twitter.com/EtEuUvZu5b
BBC Radio Cornwall (@BBCCornwall)	@HighwaysSWEST dualling scheme proposed for A30 has just 1 junction at Chybucca. Roundabouts at Chiverton & Carland Cross would be raised. pic.twitter.com/EtEuUvZu5b
Heart Cornwall News (@HeartCornNews)	New plans by @HighwaysSWEST show proposed A30 dualling scheme between Carland Cross and Chiverton Cross #HeartNews pic.twitter.com/5AmIFBebKJ

D.2 News stories

Table 8-3 below lists the news stories associated with the A30 Chiverton to Carland Cross consultation

Table 8-3: News story mentions during the consultation period

Origin	Title	Snippet
www.thisisthewestcountry.co.uk	Chiverton to Carland Cross road improvement scheme to be discussed at meeting (From This is The West Country)	Send us your news Have you got a local story, picture or video you would like to send to us? Send it to us now for a chance to get published. Residents of the St Agnes and Perranporth area are being invited to hear about the A30 Chiverton Cross to Carland Cross improvement scheme at the next Community Network panel meeting on Thursday, November...
Falmouth Packet	Chiverton to Carland Cross road improvement scheme to be discussed at meeting (From Falmouth Packet)	Send us your news Have you got a local story, picture or video you would like to send to us? Send it to us now for a chance to get published. Residents of the St Agnes and Perranporth area are being invited to hear about the A30 Chiverton Cross to Carland Cross improvement scheme at the next Community Network panel meeting on Thursday, November...
www.gov.uk	Extra chance to have your say on major A30 scheme in Cornwall - Press releases - GOV.UK	...to the improvement scheme. The upgrade of the Temple to Higher Carblake section of the A30 is due to be completed next year and by improving the A30 between Chiverton and Carland Cross, Highways England will be working in partnership with Cornwall Council on a second joint project. A preferred route will be announced next year. More details...
Plymouth Herald	Pubic consultation on plan for new dual carriageway | Plymouth Herald	Residents are urged to have their say on the A30 Chiverton to Carland Cross improvement scheme in Cornwall during a series of consultation events this month. A consultation is being held on plans to transform the single carriageway between Chiverton Cross and Carland Cross – one of the last bottlenecks in Cornwall – into a dual carriageway. The...
www.gov.uk	Public consultation announced for major A30 dual carriageway investment in Cornwall - Press releases - GOV.UK	...will be revealed next spring. During the public consultation, more details and a questionnaire will also be available on the scheme website: Media invite A media briefing will be held with the Highways England project team for the A30 Chiverton to Carland Cross scheme at Cornwall Council's County Hall, Truro, on

Origin	Title	Snippet
		Wednesday 12 October (9am-10.30am...
Falmouth Packet	Have your say on plans to create dual carriageway between Chiverton and Carland Cross (From Falmouth Packet)	Send us your news Have you got a local story, picture or video you would like to send to us? Send it to us now for a chance to get published. A series of consultation events are planned over the next month to enable people to have their say on the A30 Chiverton to Carland Cross improvement scheme. A consultation is being held on plans to...
www.thisisthewestcountry.co.uk	Have your say on plans to create dual carriageway between Chiverton and Carland Cross (From This is The West Country)	Send us your news Have you got a local story, picture or video you would like to send to us? Send it to us now for a chance to get published. A series of consultation events are planned over the next month to enable people to have their say on the A30 Chiverton to Carland Cross improvement scheme. A consultation is being held on plans to...
Business Cornwall	Public consultation on A30 dualling proposals | Business Cornwall	People in Cornwall are being urged to have their say on the A30 Chiverton to Carland Cross improvement scheme during a series of consultation events this month. A consultation is being held on plans to transform the single carriageway between Chiverton Cross and Carland Cross – one of the last bottlenecks in Cornwall – into a dual carriageway...

D.3 Letter Mailout

On the following page is a plan showing the postcodes to which a letter was sent communicating the dates of the consultation events.

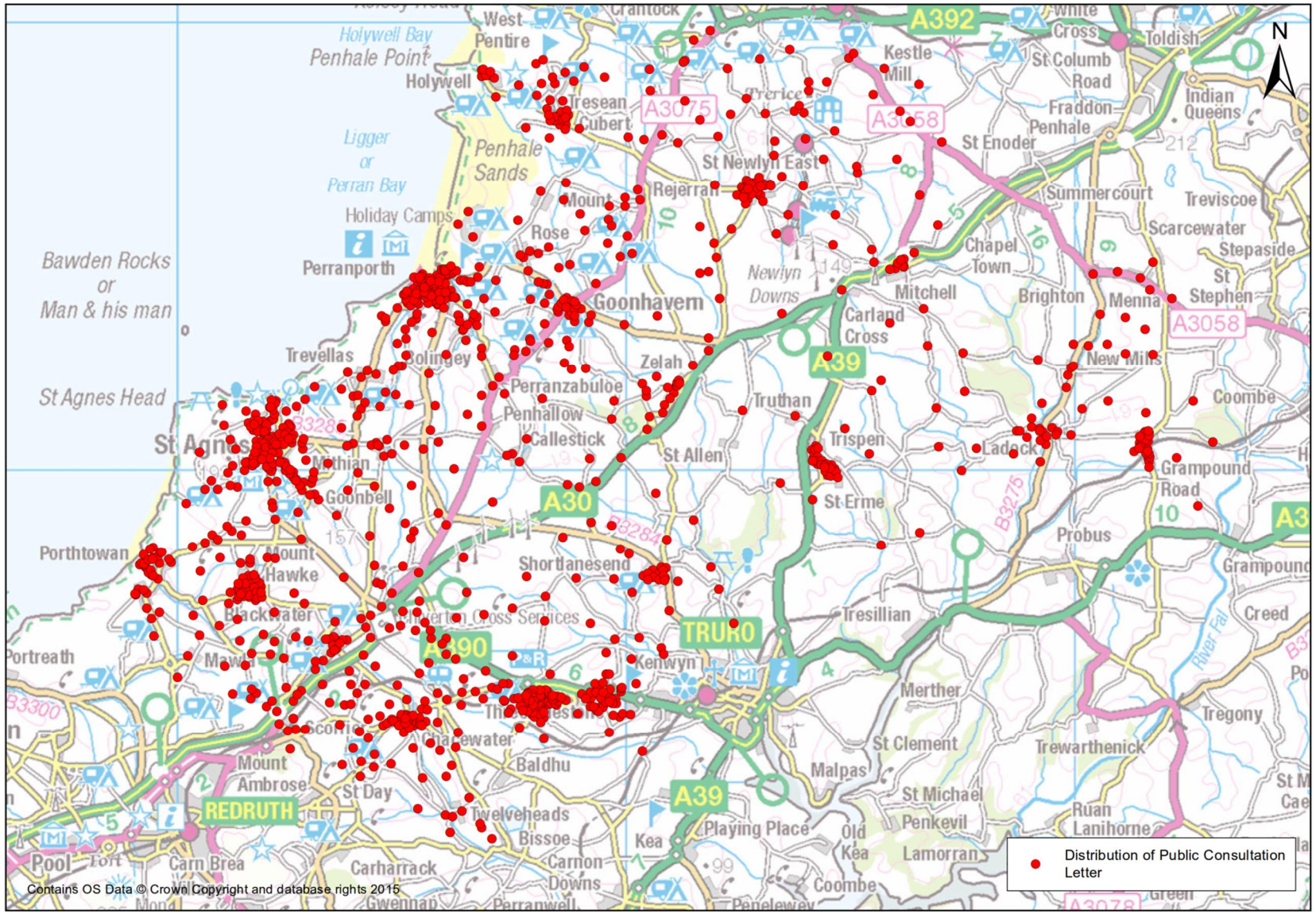

Figure 8-1: Map of Letter Distribution Postcodes

Appendix E. Consultation Attendance

On the next page is a plan showing the postcodes of those who attended the four public consultation events.

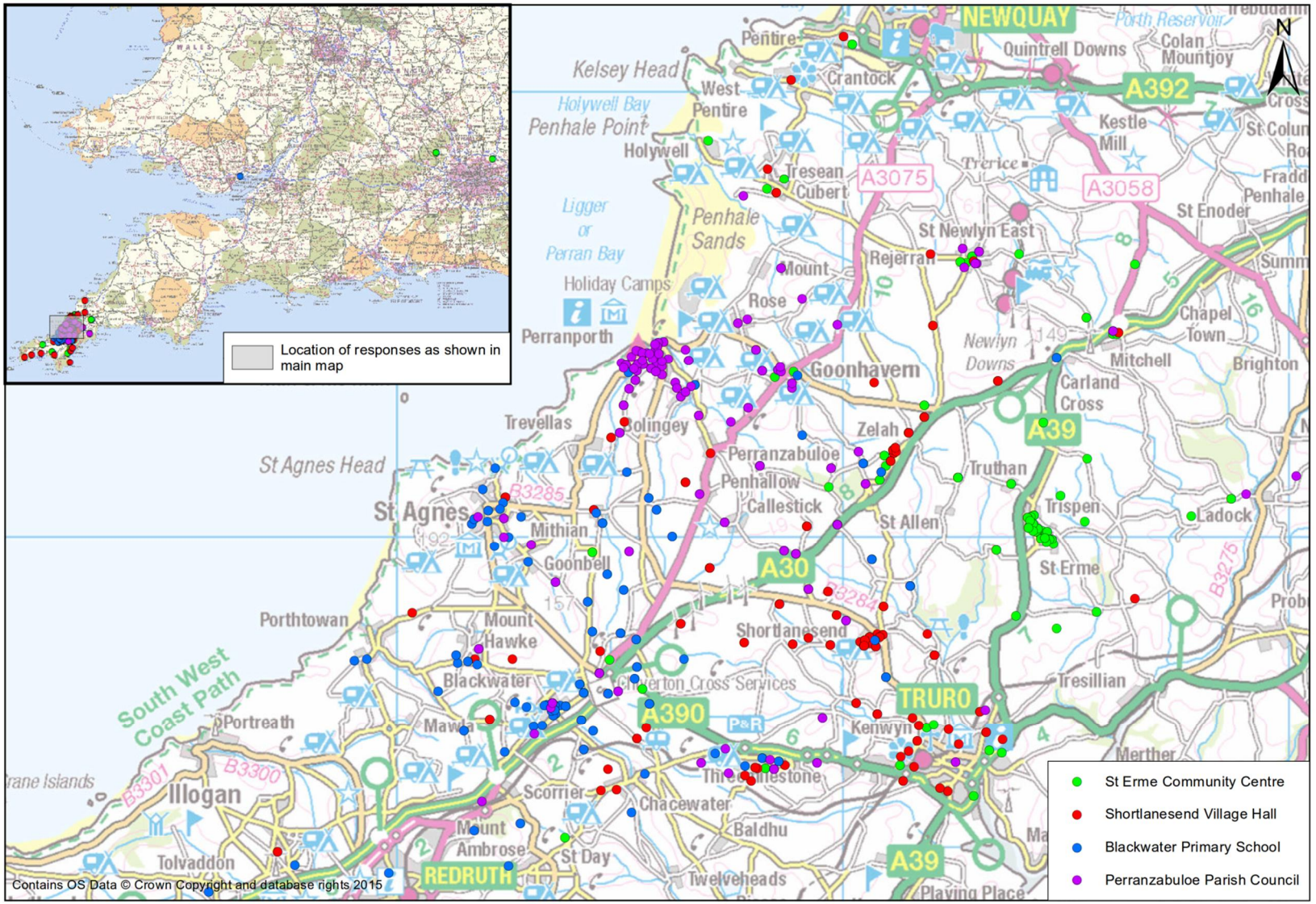

Figure 8-2: Map of Public Event Attendance

Appendix F. Consultation Responses

Material
Questionnaire responses – intended to be viewed electronically due to paper size
Petition

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Highways England consultation for road improvements to A30 between Carland and Chiverton Cross; proposed alterations for Tresawson and Chybucca Junctions

Introduction

Following the consultation process by Highways England for the road improvement plans to the A30 between Carland and Chiverton Cross, there have been concerned raised by some village residents in Callestick that the changes to the junction at Tresawson. There are several routes between the two points, but the main options are via Callestick or Chybucca, which are 3 miles and 4.5 miles respectively. With a safer junction at Tresawson, this will create a short-cut for road users between Perranzabuloe and Allet Common and therefore Callestick will become a short-cut.

Josh Parker has collated opinion from a number of residents in Callestick and Tresawson.

Approach

Josh circulated an information sheet, (Appendix 2) which detailed the plans, the justification and three alternative proposals. These are the following;

1. Removal of the underpass at Tresawson
2. Upgrading the junction at Chybucca to a full entry and exit junction for east and west bound traffic.
3. Moving the bus stop (on the road between Tresawson and Allet Common) to the existing Tresawson Junction.
   This was included as an alternative mode of transport and remaining the access to those in Tresawson and Callestick with the removal of the under-pass.

Josh then visited each property to collate responses. There were 4 responses via email which have been included and 1 which did not support the proposals and didn't want to detail their response.

Feedback

The below table outlines the general responses from Callestick and Tresawson residents.

Proposal	Supported	Do not support	Not sure
1. Remove Tresawson under-pass	18	2	
2. Upgrade Chybucca Junction	20		
3. Move bus-stop	18	1	1

Conclusion

From the results above, it clearly shows that there is an over-whelming majority in support of removing the under-pass at Tresawson. There is also unanimous support for upgrading the junction at Chybucca to include east-facing slip-roads as well as west. Appendix 1 details those who responded and their feedback.

Appendix 2

Carland Cross to Chiverton Cross; implications for residents and businesses surrounding Tresawson and Chybucca junctions

INTRODUCTION

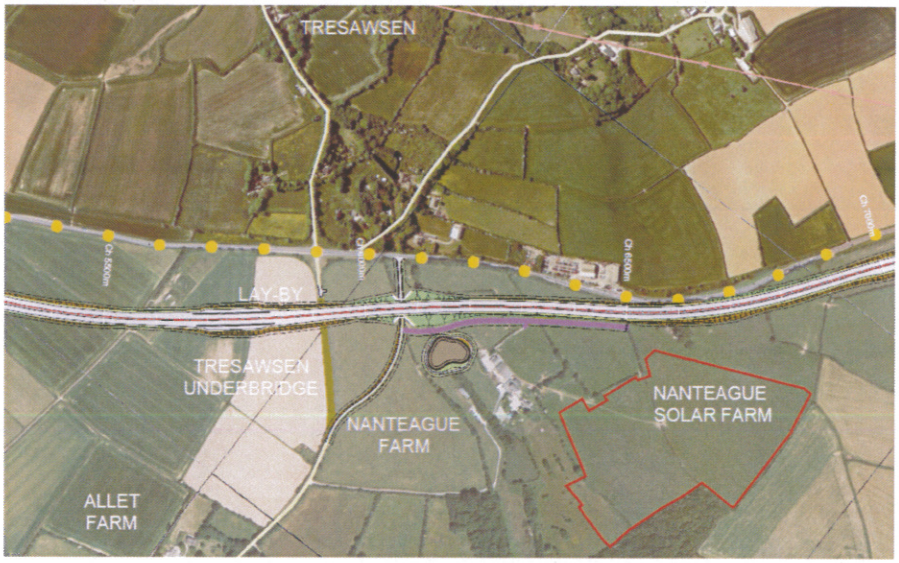
Highways England recently announced detailed plans for the road improvements between Carland Cross and Chiverton Cross which passes through Marazanvose, Tresawson and Chybucca junctions. The plans are to join the existing sections of dual-carriageway by creating an express-way standard road. The project would reduce congestion, improve connectivity and safety and protect the environment.

A detailed overview and the proposed routes can be found at:

https://highwaysengland.citizenspace.com/he/a30-chiverton-to-carland-cross-improvement-scheme/

PROPOSED PLANS

Much of the proposed route will move away from the existing A30 and this is the case at Tresawson and Chybucca.



Tresawson junction

The diagram shows the existing road as yellow dots.

The proposed road in grey / red.

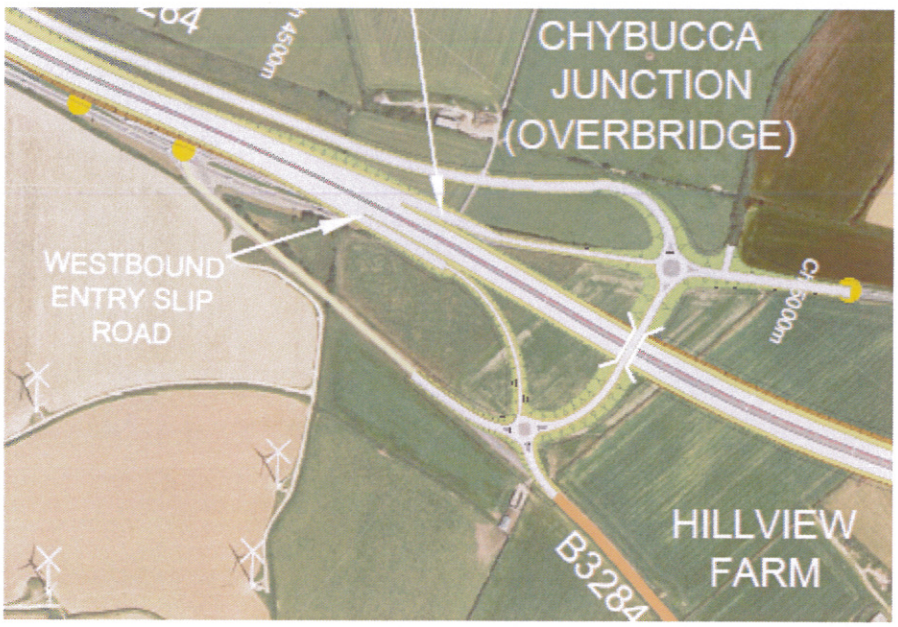
The latest plan includes building a new road with an under-pass highlighted at the centre of the diagram. This would maintain the direct road link between Callestick / Ventongimps and Allet Common.

Chybucca junction

The latest plans at Chybucca include two possibilities. Option A follows close to the existing A30 and Option B which cuts through Creegmeor Farm and Callestick Vean Farm. This is not shown in the diagram.

With both options, the proposed junction only has west facing slip roads, thus no entry for east-bound travel or exit for west-bound traffic turning for Perranporth or Shortlanesend.

The screen-shot shows no east-facing slip roads.



POSSIBLE CONSEQUENCES

The planned underpass at Tresawson would improve safety at the junction. However, some residents have raised concerns that Callestick and Ventongimps could become a short-cut between Shortlanesend and Bolingey / Perranporth. The road between the B3284 at Allet (Cornwall Wildlife Trust HQ) and the existing Tresawson crossing would also continue as a high speed road section. Table 1.1 shows the road distances;

Table 1.1 – Road distances between Perranzabuloe Church and Allet Common

Route	Distance - miles
Via Callestick	3.0
Via Ventongimps	3.4
Via Pendown & Chybucca	4.5

With the route via Pendown Cross and Chybucca Junction up to 50% longer than travelling via Callestick or Ventongimps, it is likely we would see increased traffic levels. With over 150 properties between Perranzabuloe Church, Cocks Hill and Bolingey, all with a shorter route via Callestick (compared to travelling via Perranporth and the B3284) the levels of traffic are highly likely to increase. It could also be assumed that drivers using Callestick as a 'rat-run' are less considerate and tend to drive faster.

Improving the plans at Chybucca

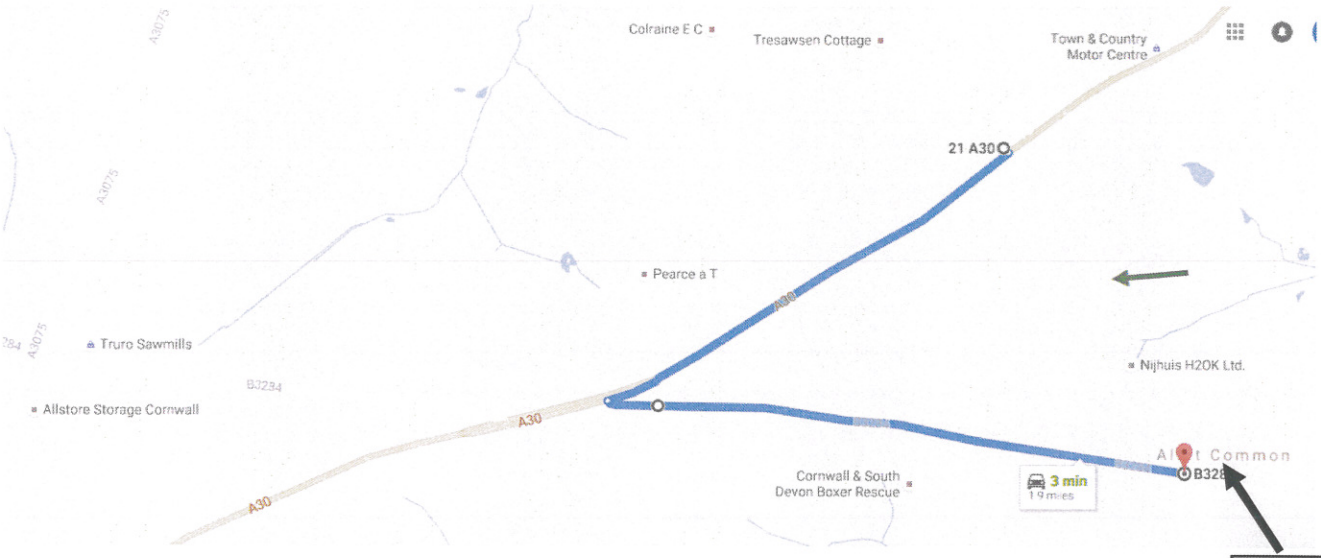
The current proposal at Chybucca Junction are for an exit slip road for east-bound traffic and entry for west-bound, as shown on the diagram above. This would mean all traffic for Perranporth and surrounding villages would have to continue using the existing A30 or travel to Chiverton Cross. This would also include all heavy business traffic.

PROPOSED ALTERATIONS

1. At Tresawson – removal of under-pass

Propose the complete removal of the under-pass from the plans at Tresawson. With the existing A30 connected to the junction at Chybucca, this will therefore remain as a route for local traffic, residents of Callestick, Ventongimps, Higher Ventongimps and Tresawson. Therefore, residents would travel to an improved junction at Chybucca, shown on the map below to then travel along the B3284 to Truro.

This would add an additional 1.2 miles to the journey.



2. At Chybucca – upgrade to full East / West access

Propose changing the junction at Chybucca to full entry / exit junction for both east and west bound traffic to relieve traffic from Pendown Cross and the A3075.

3. Relocate Bus Stop

There is an unmarked bus stop on the route, (marked by green arrow, close to Nijhuis H2OK Ltd shown on the map above) and these can be notoriously difficult to relocate or remove completely.

As there is a second stop very close, (at the Cornwall Wildlife Trust HQ – close to the red marker on the map) the proposal would be to relocate the bus stop to the existing junction of the A30. This would then mean it is accessible for residents of Tresawson and Higher Ventongimps. Buses would then take in the Chybucca Junction to then travel towards Shortlanesend similar to other road traffic. These changes are shown on the map below.

- The red curve shows the planned route.
- The blue arrow denotes the relocation of the bus stop.

REQUIRED ACTION

The current public consultation on the new road closes on Friday 25th November 2016, so any feedback needs to be submitted before this date.

Josh Parker, from Callestick Farm is planning to coordinate a collective response and submit to Highways England. A digital copy of this document has been circulated on the Yahoo! Callestick Residents Group and any feedback is welcome. Following this, a follow-up with a list of signatories will be collated.

If you have any questions or comments, please email or phone.

Josh Parker

Mobile: 07970 481620

Email: josh@cornishicecream.co.uk

Address: Callestick Farm
Callestick
Truro
TR4 9LL

Thanks for your support.

Appendix G. Initial Assessment of Alternatives

G.1 Description of alternatives

G.1.1 Chiverton Cross Junction

The consultation location of the Chiverton Cross Junction raised concerns regarding vehicles travelling between the north coast of Cornwall and Truro and possible rat running through minor roads to avoid the detour to the relocated junction location.

Expanding the existing Chiverton Cross Junction to accommodate a dual carriageway grade separated junction would result in the shortest diversion when compared to the existing arrangement. However, the improvements would be extremely difficult and disruptive to construct and would require a number of retaining structures to provide a functional junction in a small footprint, constrained by adjacent properties. Improvements to the existing at grade junction were briefly considered, however the arrangement would not provide adequate capacity. Consequently both of these alternatives were discarded.

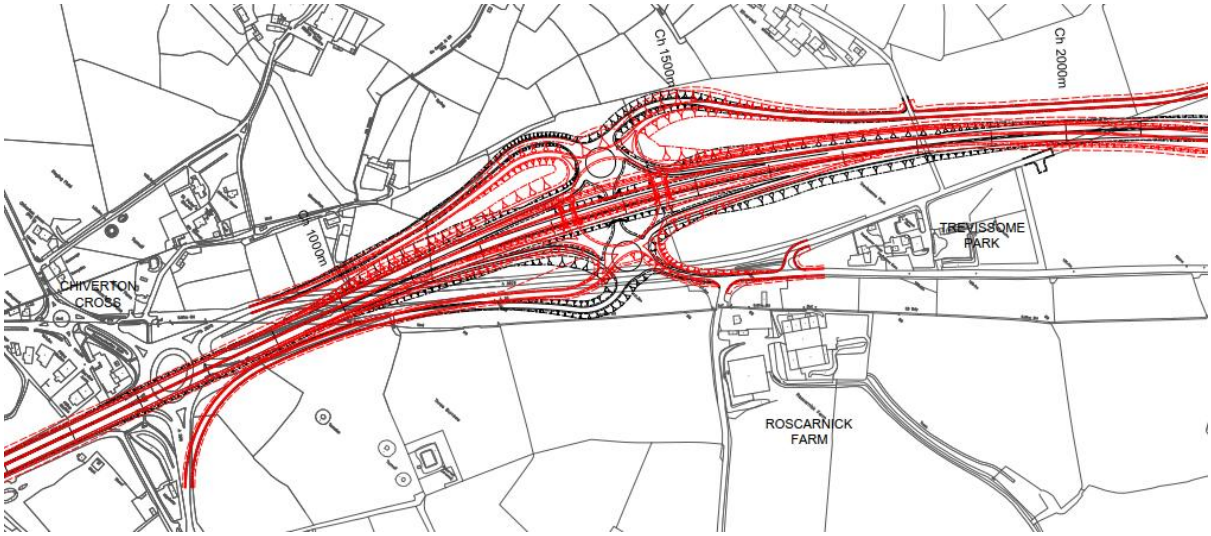


Figure 8-3: Red shows gyratory junction at the location of the consultation junction

The proposed dumbbell roundabout arrangement at Chiverton Cross was raised as a concern, with some saying it looked overly complicated, and others not convinced it would cope with the anticipated volume of traffic. Cornwall Council raised concerns about the capacity of this style of junction, requested further evidence to demonstrate how it would function, and gave their preference to see a larger gyratory junction which would have greater capacity, see Figure 8-3 above.

Consequently, the dumbbell arrangement is recommended for further assessment together with the suggested gyratory alternative.

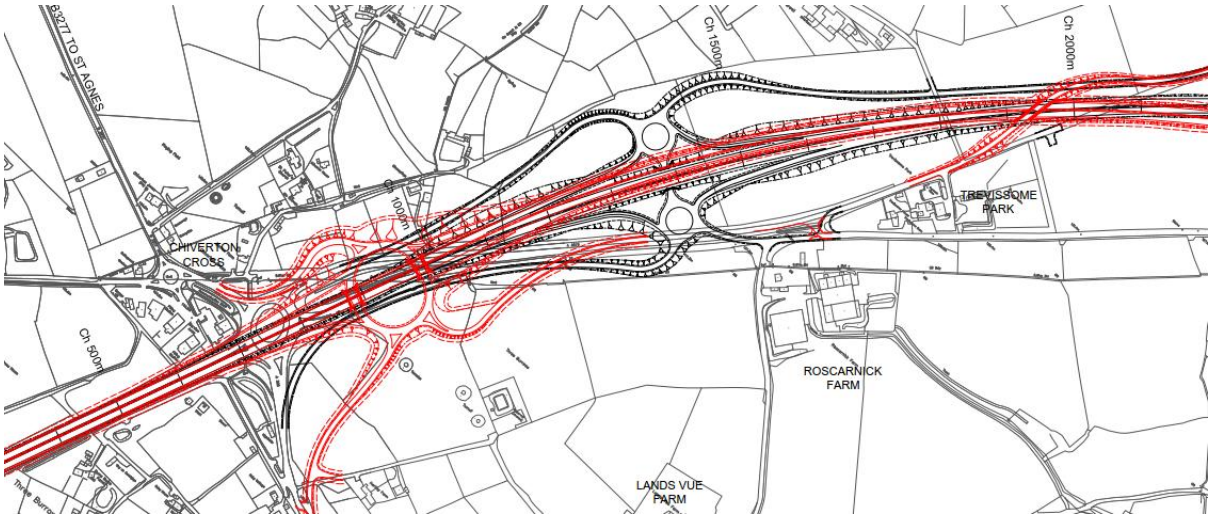


Figure 8-4: Red shows gyratory junction closer to the existing Chiverton Cross junction

There are alternatives that locate the junction closer to the existing roundabout than the layout presented at consultation, see Figure 8-4 above. A gyratory junction was designed, combining the A3075 and new local route, which could be located closer to the existing junction. This was also taken forward for further assessment. However a dumbbell arrangement at this location and an alternative 6 arm gyratory layout were not taken forward, given concerns expressed about the dumbbell arrangement elsewhere and accommodating a 6th arm on the gyratory was judged to be overly complex.

A further junction location was investigated between the closest possible to the existing junction, and the junction in the consultation layout, but was discarded because it held no advantages over the consultation or alternative location.

A “through-about” has also been considered to address the detour between the north coast of Cornwall and Truro and to minimise impact on the surrounding environment. This removes the grade separated aspect of the junction and introduces traffic light control creating a very large, multi-lane roundabout with a signal controlled dual carriageway through the middle. This arrangement provides a solution without structures but does require complex traffic management, both during construction and during operation and is required to be a considerable size to provide capacity for predicted traffic flows. The arrangement is complicated, not intuitive and would not integrate well with the surrounding trunk roads or local routes. It also does not meet the requirement of Highways England’s national Road Investment Strategy, which envisages grade separated terminal junctions at Chiverton Cross and Carland Cross. The alternative was consequently discarded.

Given that the location of the proposed Chiverton Cross junction at consultation is north of the existing junction, it was felt by non-motorised users that this would result in a lengthy diversion. A crossing point closer to a desire line between St. Agnes and Truro would be preferable. A provision in several alternative locations was investigated, looking at going under or over the dual carriageway, namely on the historic A390/B3277 alignment, the centre of the existing Chiverton Cross roundabout and just to the north in the area currently separating A30 and A3075. After assessing typical layouts at each location, it was concluded that businesses would be affected by using the historic A390 route, and a location in the centre of the roundabout would be difficult to build as getting construction materials in and out of the isolated area would be difficult. The area separating the A30 and A3075 is the most suitable location as it is close to the existing junction and in an area where it can be constructed with relatively few restrictions.

Due to the elevated location of Chiverton Cross, an overbridge solution was considered to have greater visual impact than an underpass solution, although the former would be less expensive to build.

It is appropriate that a decision on non-motorised user crossing provision at this location should follow further work and therefore this alternative is taken forward as an opportunity.

G.1.2 Chiverton Cross Junction to Tresawsen and Chybucca Junction

Between Chiverton Cross and Tresawsen, it was identified there were large areas of land that would be inefficient to farm once the scheme was completed as such land would be severed from the main farm. To minimise the land affected, the dual carriageway alignment could be kept closer to the existing A30.

Opportunity as also been taken to revise the vertical alignment between Chiverton Cross and Tresawsen to lessen the length of dual carriageway on embankment, reducing impact on the surrounding environment and exposure of high-sided vehicles to cross winds.

Option A and Option B presented at the consultation both had a negative effect on the southern property of Callestick Vean. Option A passed very close to the property and Option B severed it from the main farm; the area south of Callestick Vean is also constrained by a Bronze Age burial barrow, which is protected as a Scheduled Ancient Monument. A dual carriageway alignment between the existing A30 and the burial barrow would reduce the impact on the property, reduce land take and still allow side roads to maintain a local route, see Figure 8-5 below. Consequently, this alternative alignment, which also maximises the use of the existing A30 through the Chybucca junction, is recommended for further assessment together with the consultation layout Option A, Option B having been discarded (see section 3.3.3).

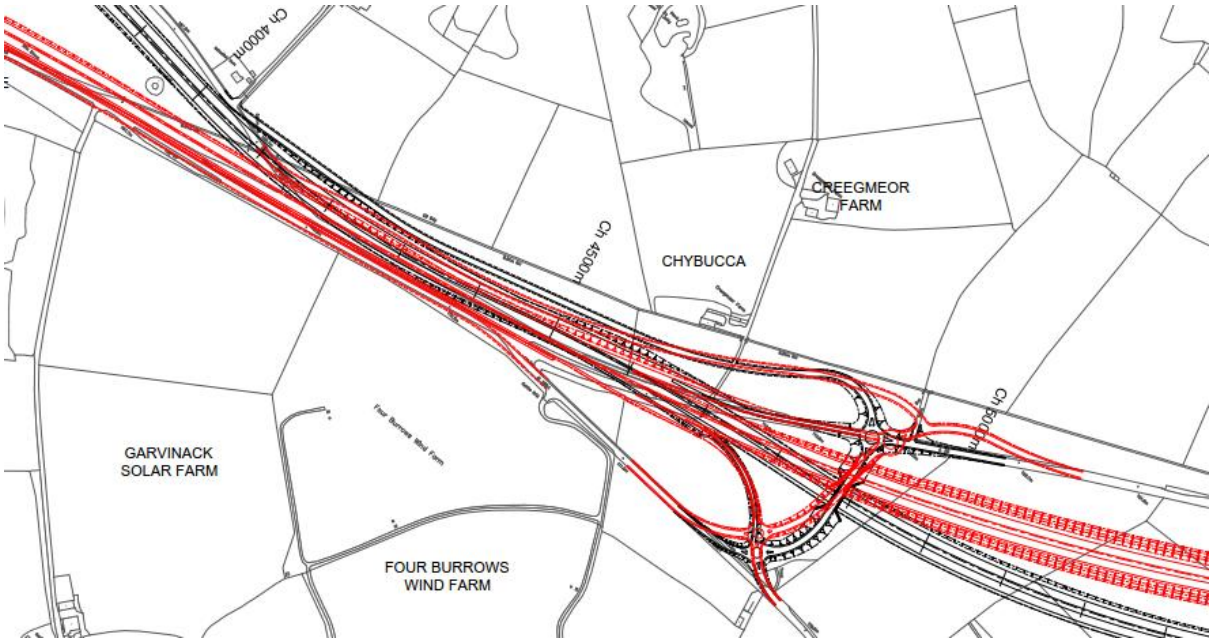


Figure 8-5: Red shows alternative alignment at Chybucca junction

G.1.3 Tresawsen

Residents of Callestick, concerned about the rat running through the hamlet, signed a petition to see the removal of the proposed underbridge, removing the connection between Tresawsen and Allet and removing the appeal of a rat run between the A3075, Callestick and Tresawsen to get to Allet, Shortlanesend and Truro.

It is unlikely that rat running along this route will take place, as the A3075 and B3284 will run more efficiently than they do at present. Vehicles are more likely to stay on a higher category route if it is running efficiently; this alternative was therefore discarded.

G.1.4 Marazanvose to Zelah

From Marazanvose to the existing Zelah bypass the consultation alignment followed an arc south of the existing A30 to go south of Hill House and retain the existing Tolgroggan accommodation bridge. This alignment cut through productive farmland, severing field systems, resulting in potential negative impacts on the farm and adjacent properties. Alternative routes were suggested, utilising the existing Twobarrows underbridge, which are described below.

<u>South</u>

A route which remains south of Marazanvose, but closer to the existing A30, forms an alternative that creates the least amount of segregation to farmland.This alternative is shown in Appendix H and in Figure 8-6 below. This alternative would reduce impacts on some of the properties located close to the A30, however, in common with the consultation layout, this alternative would affect Marazan Farm and Nancarrow Farm. The proximity to the events business and impacts on the operation of the farmyard and a planned dwelling were raised as significant concerns during consultation.

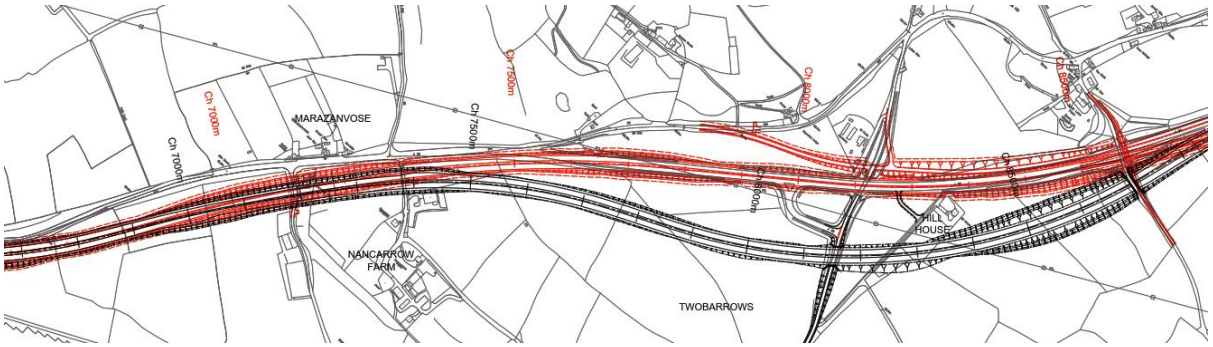


Figure 8-6: Red shows alternative south of Marazanvose

North Option 1

This alternative was developed from the 2005 route, to bring the dual carriageway to the north of Marazanvose and tie into the Zelah bypass near Twobarrows bridge, see Figure 8-7 below. This would reduce impacts on properties and businesses south of the A30 in this area, notably Marazan Farm and Nancarrow Farm, however it would impact on landowners and properties to the north, including Chyverton Park estate and the Registered Park and Gardens. The arrangement would require additional lengths of side road to connect the existing A30 through Marazanvose to the Allet road to the west and to the Shortlanesend road to the west; this will maintain the local route, albeit a torturous path through several priority junctions. Between the village of Marazanvose and the existing Twobarrows bridge, the dual carriageway alignment would run through a large field currently used by Chyverton Park as an equestrian events venue.

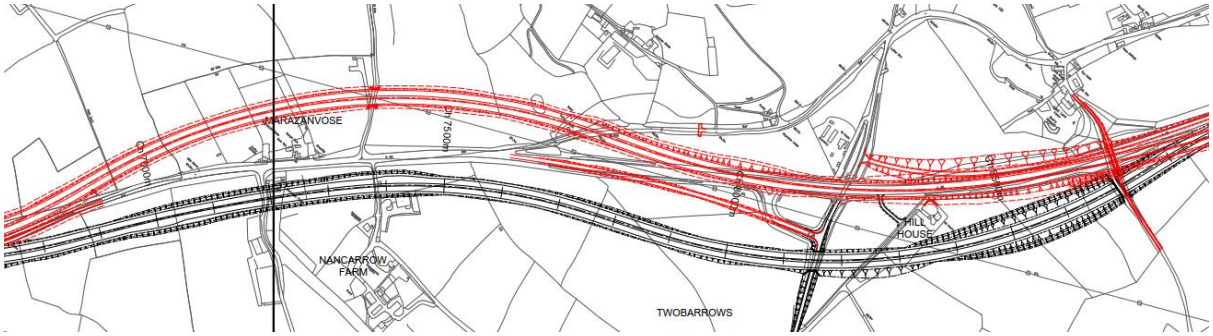


Figure 8-7: Red shows alternative option 1 north of Marazanvose

North Option 2

Another solution using the northern alignment for the dual carriageway was also considered, see Figure 8-8 below. Instead of maintaining the local route on the existing A30, this alternative arrangement includes a new link road, adjacent to the dual carriageway, from Town and Country Motors to Zelah bypass. The isolated stretch of the existing A30 through Marazanvose would be connected to the Shortlanesend road to the east via a new length of side road. This option would effectively create a cul-de-sac of the existing A30 to Marazanvose.

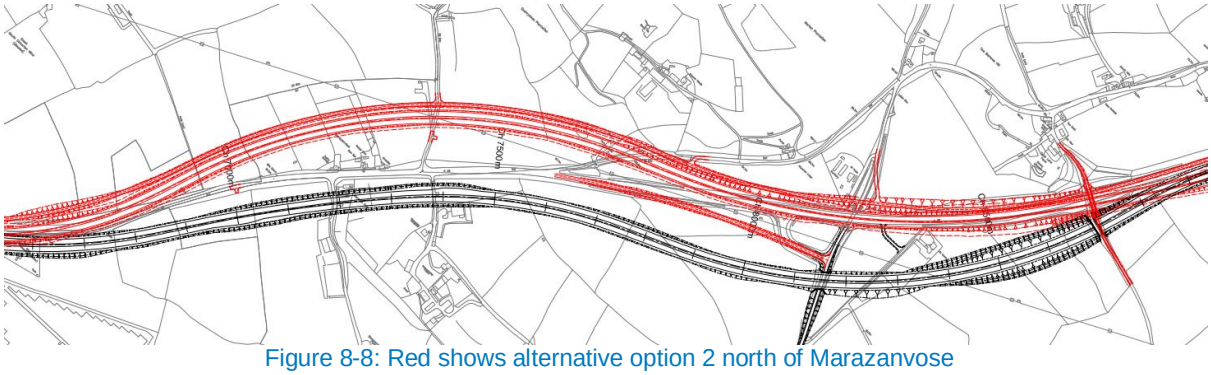


Figure 8-8: Red shows alternative option 2 north of Marazanvose

G.1.5 Alternatives at Zelah

Reusing Zelah bypass

With this alternative the dual carriageway would use the existing Zelah bypass between Twobarrows bridge and Trevalso Farm; a new side road would then be built to the south. Whilst providing connections to the properties of Hill House, Tolgroggan Farm and Trevalso Farm, this route does not assist with improving the east/west connections between Zelah and the parish Church in St. Allen. The existing Tolgroggan accommodation bridge would remain, but a more expensive structure would be required to carry the local route across the new A30 near Boxheater. The local route would impact further on land to the north east of Zelah and farmland on the south side of Zelah bypass; consequently this alternative is discarded.

Junctions at Twobarrows and Boxheater

Intermediate junctions at Twobarrows and Boxheater would provide local road access to the dual carriageway for locations in and around Zelah and allow Perranporth traffic to remain on the dual carriageway for a longer period. However, the design philosophy is to separate local and strategic traffic and reduce the number of junctions onto the A30, which are currently sources of congestion. Intermediate junctions are not proposed as they are likely to encourage, “hop on hop off” journeys, with risks of weaving traffic and reduced efficiency of the road network. The existing A30 is proposed to become a high quality local route with far less traffic, which reduces the advantages of junctions at Twobarrows and Boxheater and therefore this alternative was discarded.

Church Lane

Church Lane forms a connection between the larger area of St. Allen parish to the east and Zelah to the west. The construction of the Zelah bypass severed this lane for vehicular use, but a pedestrian connection was provided via steps up each side of an embankment to the bypass and an at grade crossing point.

The consultation layout severed this pedestrian connection as an at grade crossing of the new A30 would not be permitted. Given the level difference between the existing ground level and the higher bypass on embankment, it was suggested by a number of local residents that an underpass would be an appropriate solution to provide a height restricted vehicle connection or a non-motorised user (NMU) route.

A nearby water course will need to be diverted into a culvert to pass under the new A30. This presents an opportunity to enlarge the culvert for use by NMU’s. The pedestrian steps and at grade crossing of the existing A30, which becomes the local route, could be retained and, with a slight

detour, a crossing option under the new A30 in a multi-use underpass could be provided. It is appropriate that a decision on this should follow further work and therefore this alternative is taken forward as an opportunity.

Trevalso

Currently, the main access to Trevalso, and several other properties east of Zelah, is to the north of Trevalso Farm connecting directly onto the existing A30. This access would be cut by the consultation proposals resulting in a diversion of 5 km; the current minor roads are not suitable for the large vehicles which need access to this farm. To address this, an underpass to connect Trevalso with the north end of Zelah has been considered. Whilst this is a costly solution requiring extensive excavation and construction of an additional structure, it would also help to address concerns raised over the severance of the St Allen parish. The consultation layout envisaged use of the local roads to the south of Trevalso for access. It is recognised that it would be necessary to widen the local roads to the south of Trevalso to facilitate access of larger vehicles. Although this would not address concerns raised regarding parish severance and would result in a diversion of 5.5 km from Trevalso to Zelah compared an existing distance of 0.6 km, an additional structure would not be required. However, it is appropriate that a decision on this should follow further work and therefore this alternative is taken forward as an opportunity.

G.1.6 Carland Cross Junction

The Carland Cross area is heavily constrained by a number of different features, the wind farm to the north, protected burial barrows to the west, the existing service station, bed and breakfast and a car dealership to the east and the existing alignment of the dual carriageway towards Mitchell. Concern was expressed about the impacts on heritage of this proposed junction arrangement therefore an alternative layout has been developed that removes traffic from the existing A30 west of the existing roundabout. Two options were considered, the first to retain the existing A30 as a westbound onslip, the second to relocation the westbound onslip to the east of Warren's Barrow. Both options require a roundabout to the north of the junction, creating a dumbbell layout similar to the consultation layout at Chiverton, and a local road connection back to the existing A30, to the north of the dual carriageway. However both result in the avoiding the need for a bridge to carry the local traffic on the old A30. With the second option the initial 300m of the existing single carriageway A30 would then only be required for agricultural access, improving the setting of the tumuli, see Figure 8-9 below.

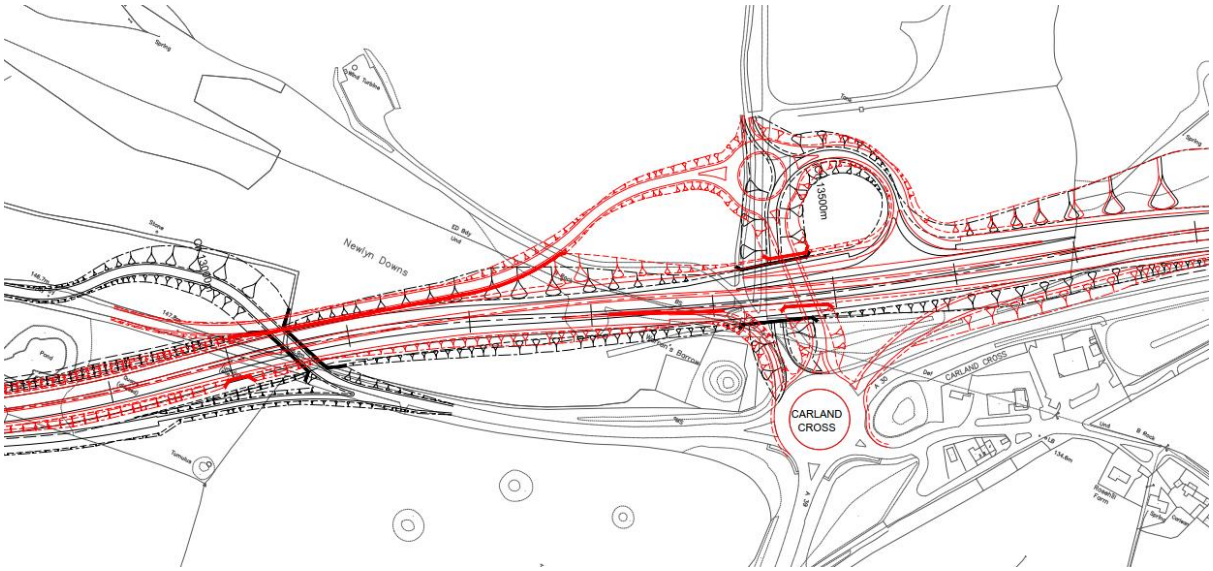


Figure 8-9: Red shows alternative side road and junction arrangement at Carland Cross

Option 1 would not have the same positive impact on the setting of the tumuli, as it necessarily has to remain as highway, whereas Option 2 has potential to greatly improve the setting of the tumuli. Consequently Option 1 is discarded and Option 2 taken forward for further assessment.

G.2 Initial Assessment Table

A table containing to outcome of the initial assessment is below.

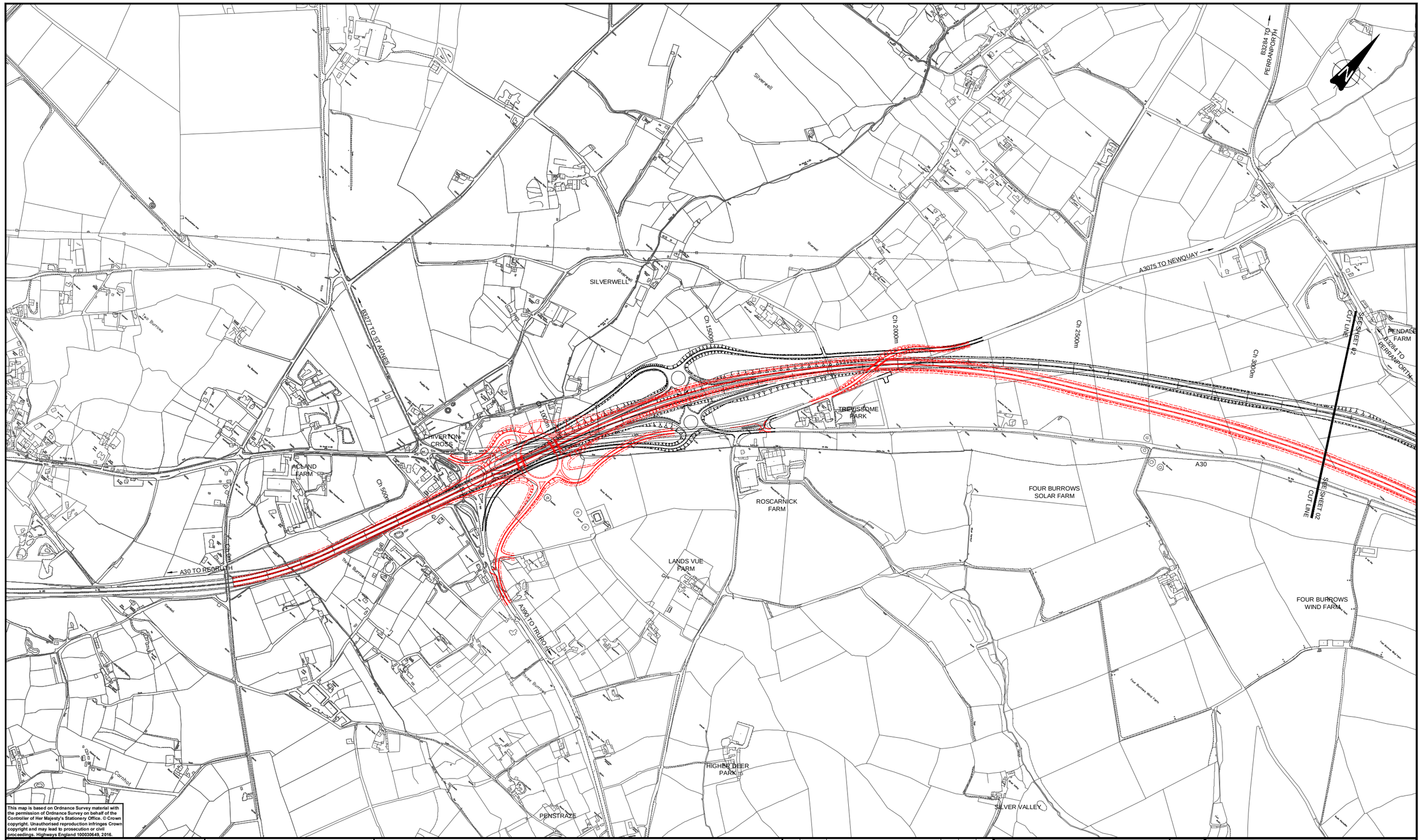
Table 8-4: Consultee Proposals

Location	Alternative	Initial Assessment	Further Assessment Required
Chiverton Cross	Grade separated at existing location	Insufficient space and unbuildable without major disruption	No
	Improvements to existing at grade junction	Capacity concerns and difficult to build without major disruption Reduced land take	No
	Through-about at existing junction	Capacity concerns and difficult to build without major disruption (see Table 6.2) Reduced land take	No
	Dumbbell close to existing junction	Concerns of prominence in landscape and time consuming to build without significant disruption (see Table 6.2) Reduced detour from existing junction	No
	Gyratory between consultation dumbbell and existing roundabout	Offered no comparable benefit over dumbbell at consultation location	No
	5 arm single gyratory close to existing junction	Concerns of prominence in landscape and time consuming to build without significant disruption (see Table 6.2) Reduced detour from existing junction and increased capacity	Yes
	6 arm single gyratory close to existing junction	Location likely to be near consultation location and difficult to build without major disruption Increased capacity	No
	6 arm single gyratory replacing dumbbell at consultation location	Increase cost of second bridge and detour from existing junction location Increased capacity and minimal disruption during construction	Yes
	NMU Crossing	Increase in cost of structure under or over the dual carriageway. Landscape impact from overbridge Increased connectivity for NMUs	Opportunity
Chybucca	More online, making better use of existing carriageway	Possible increase in disruption during construction Reduced land take and severance	Yes
	East facing slip-roads	Predicted traffic flows do not justify provision	No
Tresawsen	Remove underbridge to avoid risk of forming rat run	Reduce connectivity of local routes Reduce structure requirements	No
Marazanvose	South of Boswellick Farm	Increased land take, difficult topography and rural location (see Table 6.2) Increased separation from existing route	No
	South	Close proximity to Nancarrow Farm and no reduction in impact to Marazan Barn Reduction in severance of farmland, reduced land take and reduced structure requirements	Yes

	North Option 1 with side road connections east and west to maintain local route on existing A30	Increased land take, increased side road requirements and additional stakeholders affected Reduced impact to Nancarrow Farm and no impact on Marazan Barn	Yes
	North Option 2 with extended side road connection east and west to maintain local route on existing A30. Existing A30 at Marazanvose severed	Increased land take, large increased side road requirements and additional stakeholders affected Reduced impact to Nancarrow Farm, no impact on Marazan Barn and improvements to setting of Marazanvose	Yes
Zelah	Reusing Zelah bypass	Increased side road requirements and increased impact on Zelah village Improved connection to properties southeast of Zelah (see Table 6.2)	No
	Church Lane underpass	Increased cost and limited current use or demand Increase connectivity and support sustainable travel / leisure pursuits	Opportunity
	Intermediate junction at Twobarrows and Boxheater	Increased land take, increased “hop on hop off” mentality and increase in construction cost (see Table 6.2) Further reduction in traffic through Zelah	No
	Trevalso Underbridge	Increased cost, time-consuming to construct and limited use Increase connectivity reduce impact on Trevalso Farm	Opportunity
Carland Cross	Split junction with Boxheater	Poor junction performance and increase in traffic on local route Addresses seasonal journeys between A30 and north coast.	No
	Remove proposed bridge. Convert the loop to a dumbbell with new local A30 route to the north. Existing A30 used as westbound on slip	Increase land take and increase side road requirements Reduction in structure requirements and improved setting of tumuli	No
	Remove existing A30 and proposed bridge. Convert the loop to a dumbbell with new local A30 route to the north	Increased land take and increased side road requirements Reduction in structure requirements and greatly improved setting of tumuli	Yes

Appendix H. Drawings of Alternatives

Material
Chiverton Cross Single Gyratory Close to Existing Junction - West
Chiverton Cross Single Gyratory at Consultation Location - East
Chybucca – Online to Tresawsen
Marazanvose South with Local Route on Existing A30
Marazanvose North Option 1 with Local Route on Existing A30 Through Marazanvose
Marazanvose North Option 2 with Diverted Local Route to the North
Carland Cross North Removing Existing A30



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Drawing Title: PROPOSED ALTERNATIVE ROUTE CHIVERTON CROSS SINGLE GYRATORY OPTION A SHEET 1 OF 1

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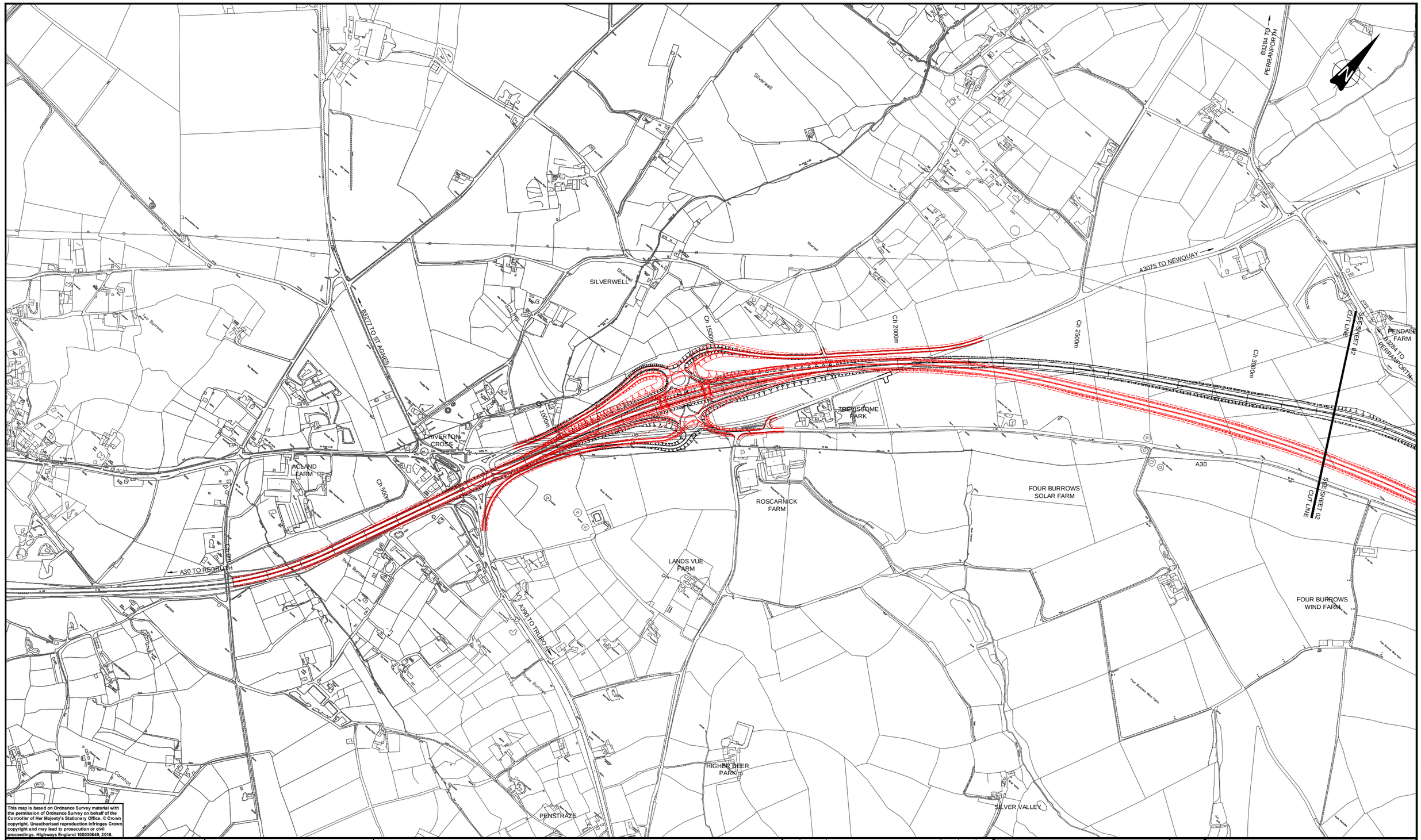

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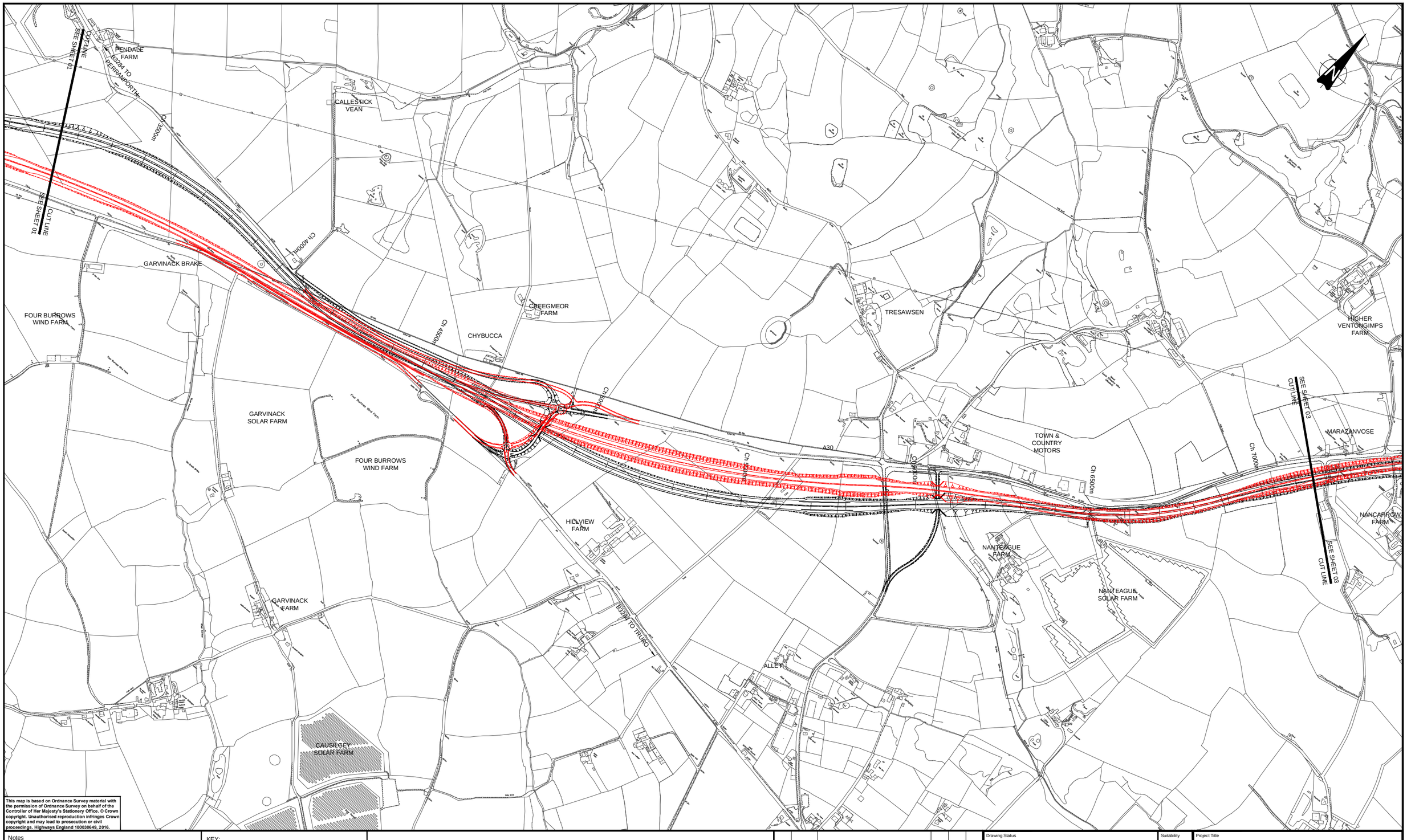

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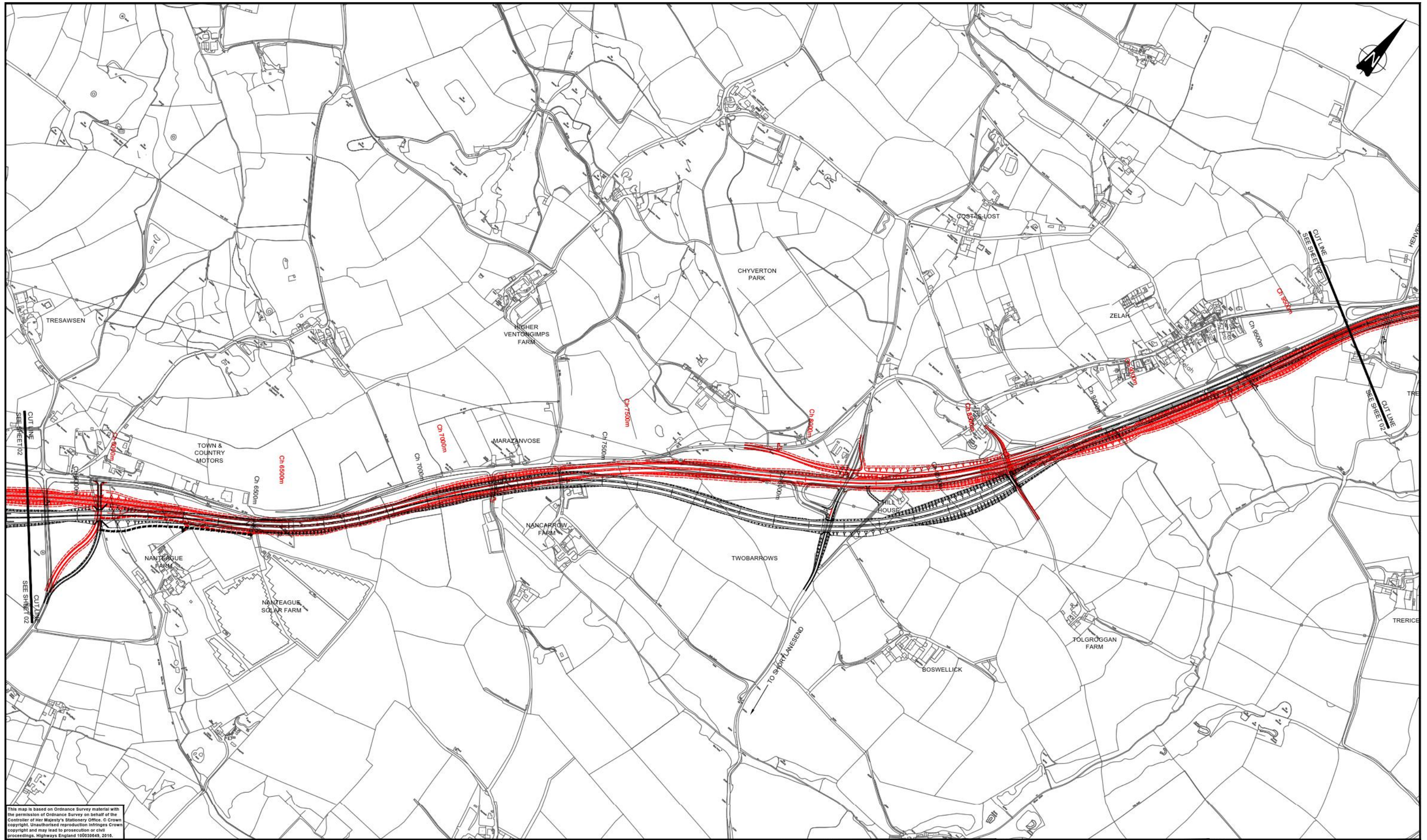

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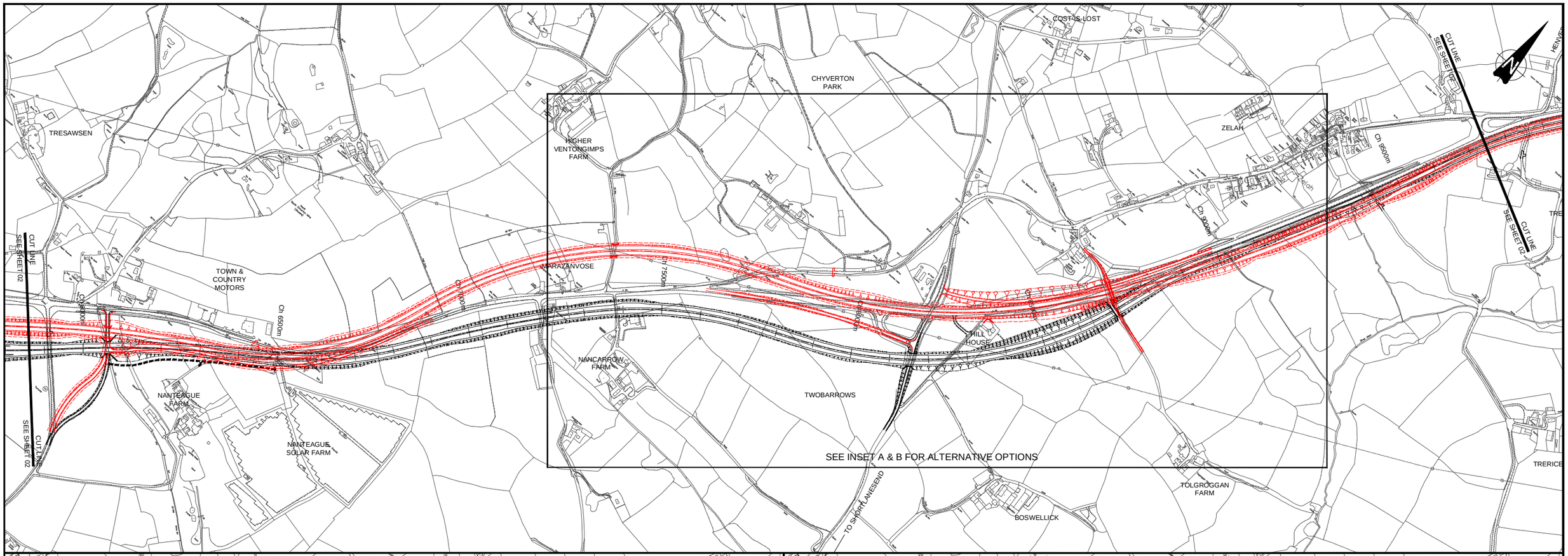
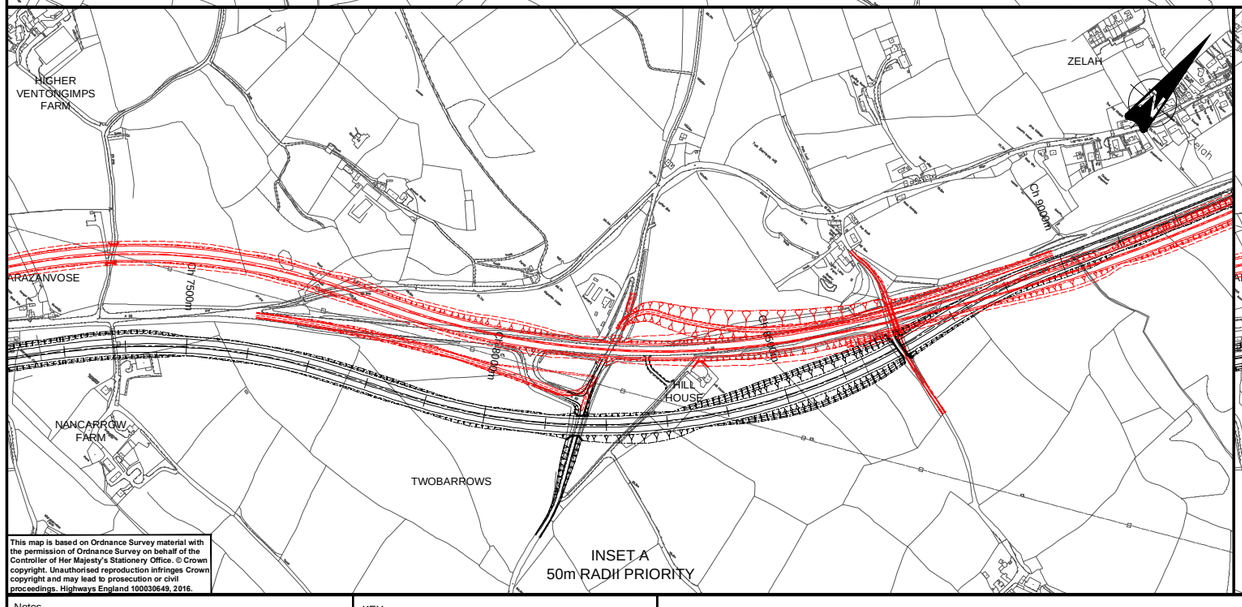
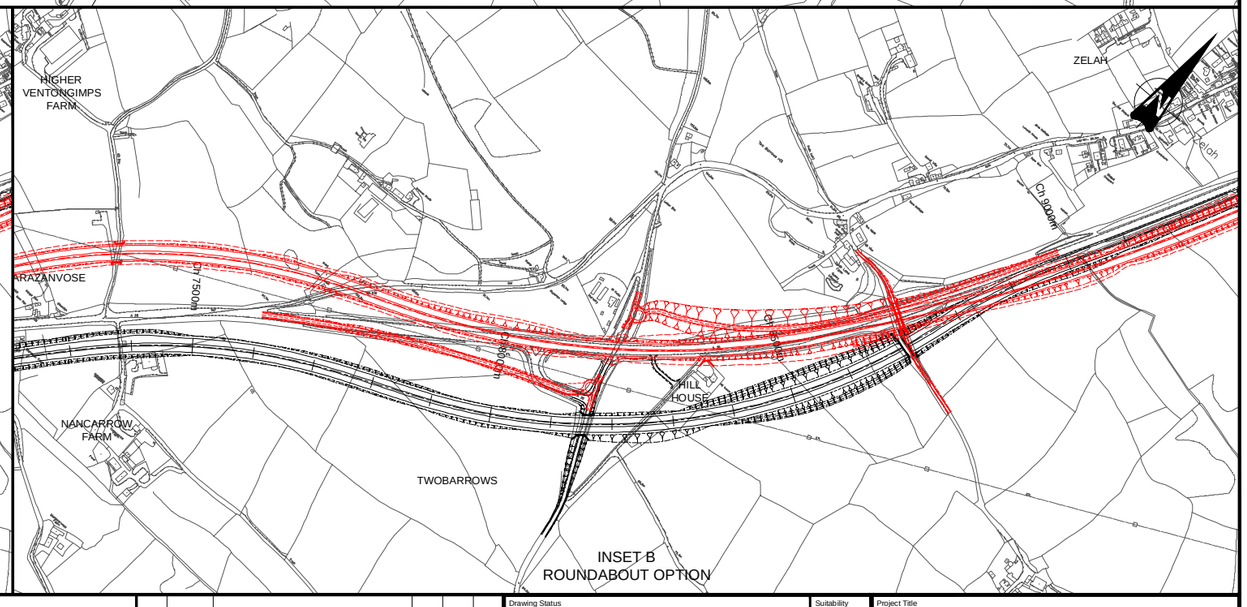




INSET A
50m RADII PRIORITY



INSET B
ROUNDABOUT OPTION

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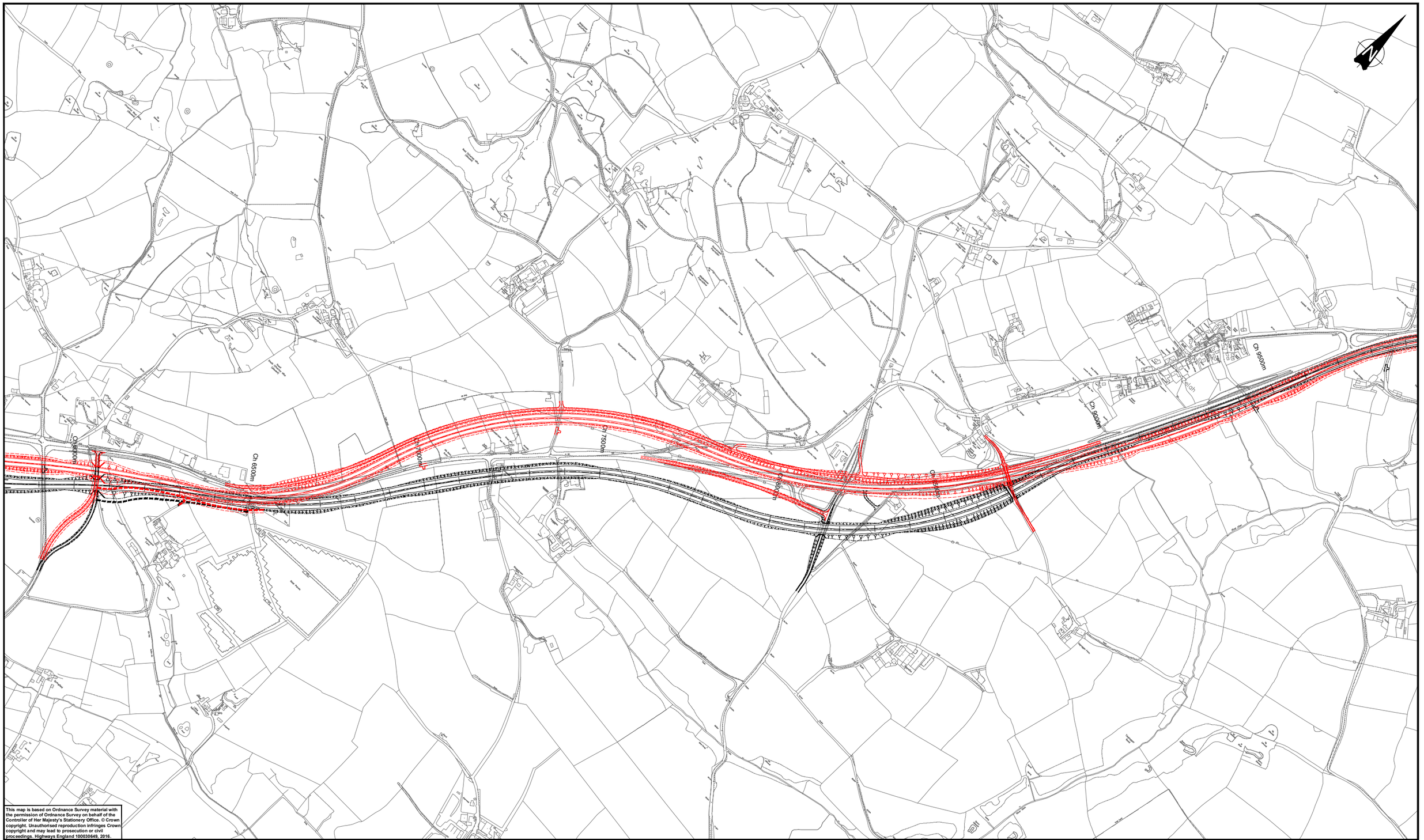

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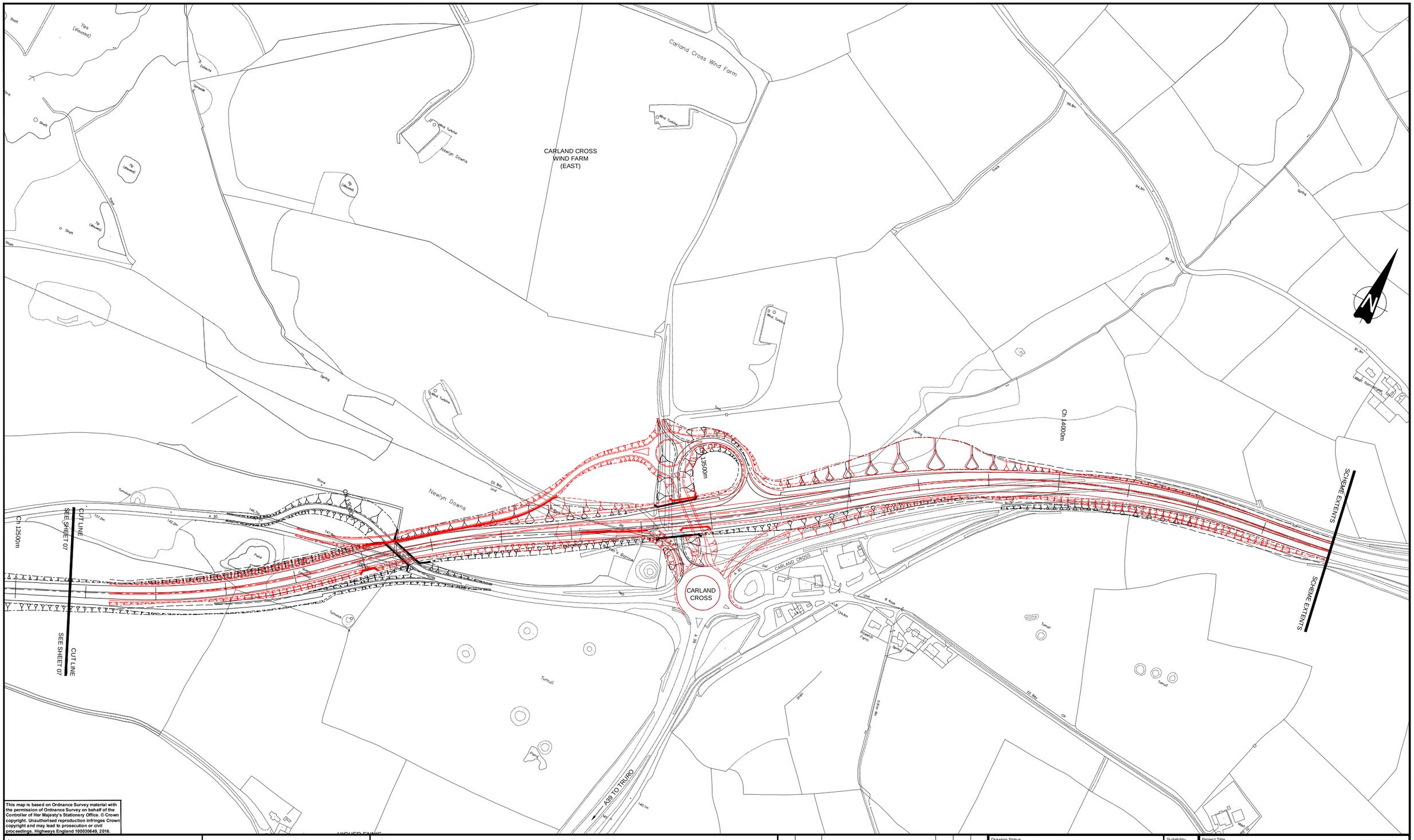

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Addendum
Information Gathering Event

European Union
European Regional
Development Fund

highways england

A30 Chiverton to Carland Cross

Addendum To Report On Public Consultation

HA551502-WSP-GEN-0000-RE-Z-00031 P03

April 2017

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European Union
European Regional Development Fund

This document has been prepared on behalf of Highways England by WSP.

1 Introduction

The aim of this addendum is to report on the engagement with local stakeholders that followed the A30 Chiverton to Carland Cross public consultation, which took place at the end of 2016. It is intended to be read in conjunction with the main consultation report, providing further information on a specific section of the proposed route.

1.1 Why is more information needed

Following the assessment of alternative alignments, it became apparent there were three alternative routes between Town and Country Motors and Zelah bypass that were feasible but each would affect a number of local stakeholders in different ways, see Figure 1-1 below. Discussing these routes with the locally affected community would provide additional information, which could help inform selection of the dual carriageway alignment and side road arrangement.

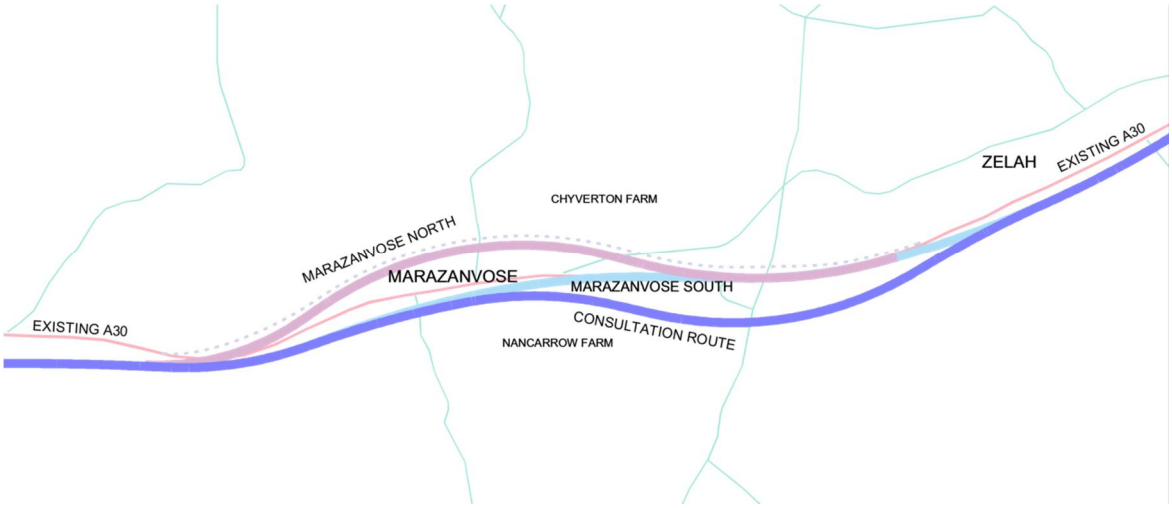

Figure 1-1: Alternatives between Town and Country Motors and Zelah bypass

1.2 How was the information gathered

Those with affected land interests were met separately, generally in the convenience of their own home, to discuss alternative options. An afternoon and evening drop in session was then arranged in Shortlanesend Village Hall on 08 February 2017 to allow the local community to review the alternative arrangements in this area, discuss them with members of the project team who staffed the event and to provide feedback in writing.

In addition to the consultation layout, the three alternative alignments presented were:

- Marazanvose South – remaining south of the existing A30 past Marazan Farm campsite the dual carriageway alignment would sweep north of Nancarrow Farm, utilise the existing Twobarrows bridge and then run adjacent to the existing Zelah bypass. Connection of the local route would be maintained with a section of new side road past Twobarrows bridge.
- Marazanvose North Option 1 – east of Town and Country Motors the dual carriageway alignment would sweep north, crossing the existing A30, then passing north of Marazanvose and before curving south towards the existing A30 to utilise the existing Twobarrows bridge.

New lengths of side road to the east and west would maintain the local route on the existing A30 through Marazanvose.

- Marazanvose North Option 2 – the dual carriageway alignment would be the same as North Option 1 however the local route would be maintained by an additional side road from Town and Country Motors, north of and parallel to the proposed alignment, and tie in with the existing Zelah bypass east of Tolgroggan Farm. The existing A30 through Marazanvose would only provide access to the hamlet and farms to the south.

1.3 Who was contacted

Communication about the alternatives was targeted to the properties and landowners in the central section of the overall route, including:

- Those with affected land interests
- Those living in Zelah, Marazanvose, Callestick and Tresawsen

Letters were delivered to approximately 150 properties in these areas. The aim of this targeted approach was to have an open discussion with the local community who will be most affected by the choice of route in this area, providing an opportunity to express their views on the alternatives being considered. The alternatives were considered to have little to differentiate them for stakeholders beyond the immediate area. Although publicity was targeted to the local area, the event was open to any member of the public who wished to attend.

2 Results

2.1 Who attended and responded

86 people attended the event and these came from Truro, Chiverton Cross, Tresawsen, Callestick, Marazanvose, Zelah and Goonhavern. Approximately 80% were within 500m of the alternative alignments.

30 responses were received using the form available at the event, 5 direct representations in the form of letters or emails and a petition. Attendance postcodes of those who attended and responded are shown on Figure 2-1 below.

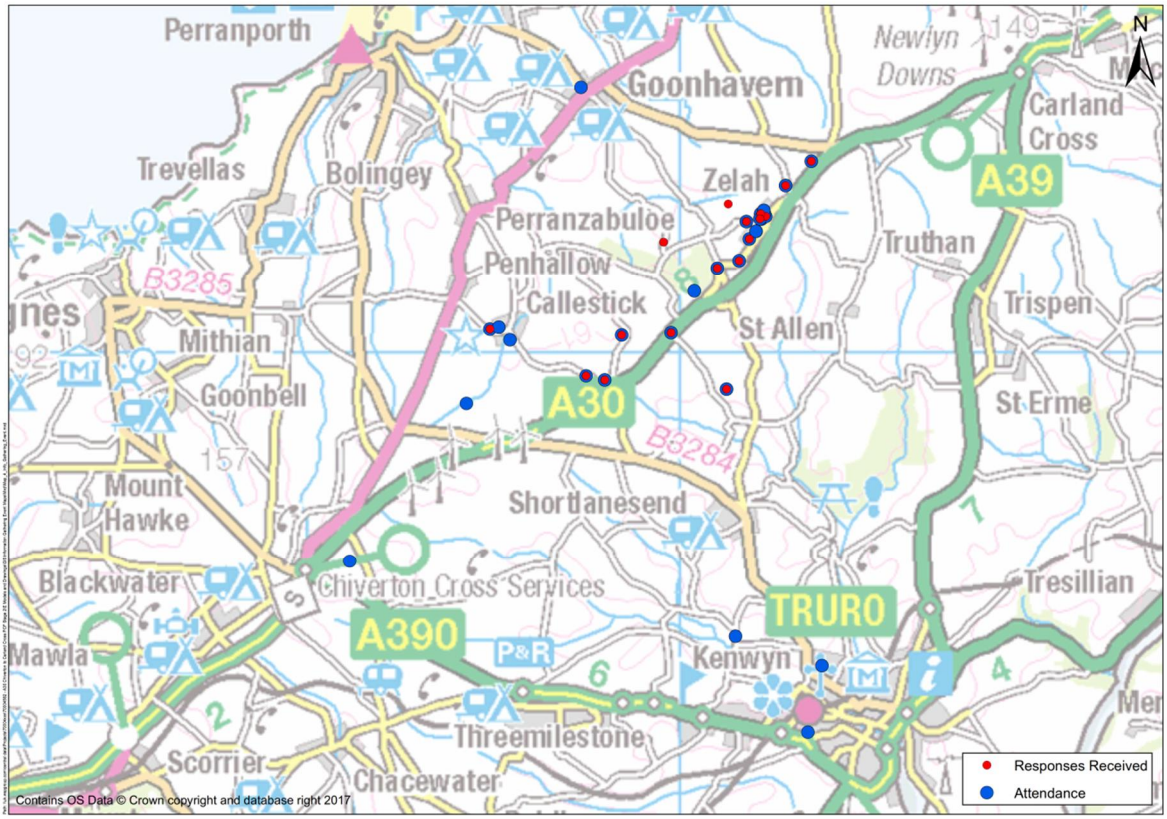

Figure 2-1: Information Gathering Event Attendance and Responses

2.2 What did they think

2.2.1 General preferences

After analysing responses, where individuals expressed a preference it was recorded against the layouts considered, the results are shown in Figure 2-2 below. Initially many people were unclear about whether the original consultation route was still an option, the apparent omission of this route was raised as a concern. With hindsight the letter could have been clearer that this option was still

being considered, and that the alternatives were being considered in comparison to this. The majority of local residents said they were happy with the consultation route and did not see the need to consider alternatives.

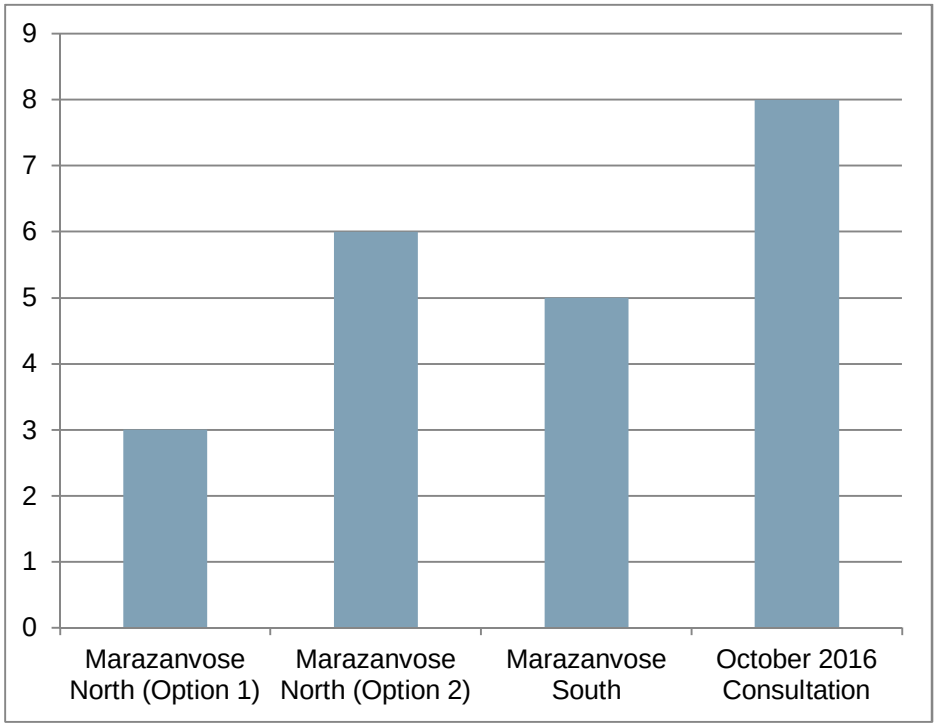

Figure 2-2: Local community preference

Residents from the Zelah area expressed concern about the alternatives placing the new dual carriageway closer to them, passing northwest of Hill House and over the existing Twobarrows underbridge, with concerns that this might increase the level of noise and pollution they experience. Those living alongside the existing A30, particularly at Marazanvose, were concerned about the difficulty in managing the speed of vehicles using the local route for the southern alternative and the North Option 1 alternative. Others were concerned about the need to maintain the local route as an uninterrupted side road from Chybucca to Carland Cross. Residents also did not favour the slightly tortuous path of the local route through Marazanvose presented in the North Option 1 alternative.

Since the alternatives sit on the existing Zelah bypass to the west, residents were concerned that disruption during the construction period would be higher, potentially leading to more vehicles rat running through Zelah village.

2.2.2 Petition

During the information gathering event, a petition signed by 45 people was received. It read:

"*We the undersigned think that the original 2016 proposal to dual the Chiverton to Carland A30 provides the most elegant solution which provides a free flowing local road and the best solution to reduce Zelah rat run.*"

The postcode locations of people who signed the petition indicate that they all reside within the village of Zelah. At present, residents of Zelah perceive high levels of rat running as vehicles pass through

the village to travel between Henver Lane and Twobarrows bridge during morning and afternoon commuter periods.

2.2.3 Marazanvose South

The alternative option, which most closely resembled the initial consultation layout, is the Marazanvose South route. Residents recognised that this option results in the minimum land take and a reduction in the number of new structures required. However many felt that it was too close to Zelah and not as favourable as the original offline proposal.

Residents of Marazanvose felt that the uninterrupted local route would result in high vehicle speeds past their properties, as with the initial consultation layout, and pose a safety risk.

2.2.4 Marazanvose North Option 1

This alternative has the dual carriageway to the north of Marazanvose, and the local route on the existing A30, with local road junctions either side of Marazanvose. Feedback from the local community was what they felt the junctions in the proposed local route take away some of its appeal, making this a more disjointed and tortuous route, which could in turn encourage traffic to rat run onto other less suitable routes. A concern was also raised about whether this arrangement could function effectively as a diversion route if the dual carriageway was closed due to an incident.

Residents of Marazanvose felt that although traffic on the existing A30 might possibly be travelling more slowly due to the introduction of the junctions on the local route, they would be surrounded by roads with the dual carriageway to the north and the local route to the south.

2.2.5 Marazanvose North Option 2

This alternative aligns the local route with the dual carriageway, both curving to the north of Marazanvose, providing a length of new local road parallel and to the north of the new dual carriageway. The existing A30 through Marazanvose would then only provide access to the hamlet and farms to the south. This option was favoured by most of those living in Marazanvose as it will almost eliminate vehicles passing the front of their properties.

Residents not living as close to the existing, or proposed A30, felt that this option involved too much new road construction and still severed large areas of farmland.

2.2.6 Impacts on Local Businesses

Marazan Farm Campsite lies in Marazanvose, on the south side of the existing A30. Both the consultation layout and the Marazanvose South option result in the demolition of the house and toilet/shower block serving the campsite. The northern options do not affect the property directly and maintain access to it.

Nancarrow Farm has diversified from farming to host weddings, banquets and other events. Produce from the organic farm is used at the events, which focuses on small, local suppliers. The farm is affected by the consultation layout and the southern alternative route, which passes through a derelict coach house with planning permission granted for conversion into a dwelling. The farm is in the region of 110 acres, the loss of land required to site the new dual carriageway for North Option 1 would reduce the size of the farm by approximately 4%, North Option 2 and the Southern Option would reduce the size of the farm by approximately 6%, all of which is less than the consultation layout

which reduced the size of the farm by approximately 14%. The two southern proposals, the consultation layout and the southern alternative, would place the new A30 closer to the wedding and banqueting barn than the existing situation. In their response, the owners felt that increased noise levels, and prominence in the landscape, would have a severe detrimental impact on the rural setting of their business and result in a large reduction in bookings, potentially affecting the viability of both the farm and the venue

The two options to the north of Marazanvose would both impact on Chyverton Park, which has diversified to host equestrian events in fields between the existing A30 and the principle building of the Park. Feedback provided indicates the inter-connecting fields in this area of the farm are suited to use as an equestrian events facility but would be severed by both northern options and the estate does not have similar field layouts in their ownership; much of their holdings are protected park and gardens, restricting any alterations that can be made. It is felt by the owners that the northern options would have a severe detrimental impact on the equestrian events business, which would impact on the viability of the wider business of the estate.

2.2.7 Impacts on Other Properties

Responses indicated further impacts on other properties in the area, Ranger Barn is a smallholding in Marazanvose of just over 3 acres, it is unaffected by the Consultation and Southern layout. However, both the North Option 1 and North Option 2 will split the land holding in two, the severed piece of land would not be accessible from the house. Access could be provided alongside the dual carriageway for North Option 1, but it would be a considerable diversion route to access a small piece of land.

The consultation layout resulted in Hill House being surrounded by roads on all sides. All three of the alternative proposals reviewed as part of the information-gathering event have a lesser impact on Hill House by remaining north of the property. Impacts are also reduced for Boswellick as the route of the new A30 does not sweep so far south.

All three of the alternative proposals also have a lesser impact on Tolgroggan Farm as the route of the A30 does not pass closer to their farm building than the existing A30, and the effect on the farmland is likely to be negligible.

Other nearby farms and properties are affected by land severance and increased noise levels, particularly for the northern options, these are not discussed individually as the effects are not as severe as those listed above.

2.2.8 Direct Representations

A number of direct communications were received, the views expressed have been described in section 2.

3 Summary

The majority of local feeling was that the consultation route should remain as the chosen route through this section. This route does have a significant impact on two businesses to the south of the existing A30, which is partially reduced by the Marazanvose South alternative. Alternatives to the north of Marazanvose are supported by those in the hamlet and Nancarrow Farm, but were generally not preferred by the remainder of the local population.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Creative M170036

European Union
European Regional
Development Fund

Appendix C1 Highways England Cover Letter for Scoping Report Submission to the Planning Inspectorate (9 August 2017)

European Union
European Regional Development Fund

Josh Hodder
Project Manager
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

9 August 2017

0300 470 4406
josh.hodder@highwaysengland.co.uk

Ms Katherine King
The Planning Inspectorate
Temple Quay House
2 The Square
Bristol
BS1 6PN

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 – Regulations 8 and 10

A30 Chiverton to Carland Cross - request for a scoping opinion and notification that the applicant intends to submit an environmental statement with an application for a development consent order

Dear Ms King,

Please accept this letter, and the Scoping Report attached, as a formal request to the Secretary of State under Regulation 10 of the Environmental Impact Assessment (Infrastructure Planning) Regulations 2017 (the EIA Regulations) for an EIA Scoping Opinion for the A30 Chiverton to Carland Cross.

This letter also serves as notification under Regulation 8 of the EIA Regulations that Highways England proposes to provide an Environmental Statement with an application for a Development Consent Order for the A30 Chiverton to Carland Cross.

Yours sincerely

[redacted]

Josh Hodder
Project Manager

Attachments: A30 Chiverton to Carland Cross EIA Scoping Report
CC: Gareth Leigh
environmentalservices@pins.gsi.gov.uk

Appendix C2 Cover Letter from PINS with Scoping Opinion and Regulation 11 List

The Planning Inspectorate

3D Eagle Wing
Temple Quay House
2 The Square
Bristol, BS1 6PN

Customer Services: 0303 444 5000
e-mail: A30ChivertontoCarlandCross@pins.gsi.gov.uk

Josh Hodder
Project Manager
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

Your Ref:

Our Ref: TR010026

Date: 20 September 2017

Dear Mr Hodder

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulation 10

Proposed application by Highways England (the Applicant) for an Order granting Development Consent for the A30 Chiverton to Carland Cross (the Proposed Development)

Issue of Scoping Opinion and list of the consultation bodies notified by the Secretary of State

Thank you for your letter received on 9 August 2017 requesting a Scoping Opinion under Regulation 10 of the EIA Regulations and for the Scoping Report entitled Environmental Impact Assessment Scoping Report dated August 2017.

In accordance with Regulation 10 of the EIA Regulations the Planning Inspectorate on behalf of the Secretary of State (SoS) has:

- consulted the consultation bodies;
- taken account of the consultation responses received within the prescribed time period; and
- taken account of the specific characteristics of the Proposed Development as described by the Applicant and the environmental features likely to be affected by the Proposed Development.

The attached document entitled 'Scoping Opinion - Proposed A30 Chiverton to Carland Cross' and dated September 2017 is the SoS's written opinion as to the information to be provided in the Environmental Statement (ES) which must be submitted with an application for development consent. It should be read in conjunction with your EIA

Scoping Report.

All consultation responses received up to and including 7 September 2017 from the consultation bodies have been appended to and form part of the Scoping Opinion.

Further consultation responses have been received by the Planning Inspectorate following the end of the statutory deadline. These have also been enclosed for your consideration. Any further late consultation responses the Planning Inspectorate receives will be forwarded to you for your consideration and made available via our website: http://infastructure.planninginspectorate.gov.uk.

Under Regulation 11(1)(b) of the EIA Regulations, the Planning Inspectorate on behalf of the SoS is required to notify the Applicant of the list of consultation bodies notified in accordance with Regulation 11 of the EIA Regulations. The Planning Inspectorate has notified these consultation bodies that the Applicant intends to provide an ES in respect of the Proposed Development. They have also been informed of their duty under Regulation 11(3) to enter into consultation with the Applicant regarding preparation of the ES, if requested. Please find this list enclosed.

To clarify, the Planning Inspectorate has not identified any persons under Regulation 11(1)(c) of the EIA Regulations, who may be affected by the Proposed Development.

Please be aware that it is the responsibility of the Applicant to ensure their consultation fully accords with the requirements of the Planning Act 2008 (as amended), and associated regulations and guidance. The enclosed list has been compiled by the Planning Inspectorate on behalf of the SoS in its duty to notify the consultees in accordance with Regulation 11(1)(a) and, whilst it can inform the Applicant's own consultation, it should not be relied upon for that purpose.

If you have any queries, please do not hesitate to contact us.

Yours sincerely

Katherine King

Katherine King
EIA and Land Rights Advisor
on behalf of the Secretary of State

Enclosed:

- Secretary of State Scoping Opinion – Proposed A30 Chiverton to Carland Cross September 2017
- Regulation 11 Notification List

Advice may be given about applying for an order granting development consent or making representations about an application (or a proposed application). This communication does not however constitute legal advice upon which you can rely and you should obtain your own legal advice and professional advice as required.

A record of the advice which is provided will be recorded on the National Infrastructure Planning website together with the name of the person or organisation who asked for the advice. The privacy of any other personal information will be protected in accordance with our Information Charter which you should view before sending information to the Planning Inspectorate.

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

PROPOSED A30 CHIVERTON TO CARLAND CROSS

PROJECT REFERENCE: TR010026

LIST OF CONSULTATION BODIES NOTIFIED BY THE PLANNING INSPECTORATE UNDER REGULATION 11(1)(a) OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 ('THE EIA REGULATIONS')

20 September 2017

This information has been provided in accordance with Regulation 11(1)(b) of the the EIA Regulations in response to a Regulation 8 notification received from Highways England on 9 August 2017. The table below lists the bodies that the Planning Inspectorate on behalf of the Secretary of State has notified under Regulation 11(1)(a) of the EIA Regulations. They have been identified based on the red line boundary provided by the Applicant as a shapefile in the correspondence dated 1 August 2017.

When meeting its statutory pre-application obligations, the Applicant must make diligent inquiries, carry out its own investigations and take legal advice, as appropriate. Whilst the list of bodies identified by the Planning Inspectorate can inform the Applicant's own consultation, it should not be relied upon for that purpose. The Applicant should also have regard to the relevant guidance prepared by the Planning Inspectorate, which is available via our website[1].

Please note that the consultation bodies have been identified and notified in accordance with the Planning Inspectorate's Advice Note three: EIA Notification and Consultation (version 7, August 2017), which is available on our website[1].

The consultation bodies are identified in the following tables:

Table 1: Prescribed Consultation Bodies 2
Table 2: Relevant Statutory Undertakers..... 6
Table 3: Section 43 Consultees (for the purposes of Section 42(1)(b))..... 13

[1] http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/

TABLE 1: PRESCRIBED CONSULTATION BODIES[2]

SCHEDULE 1 DESCRIPTION	ORGANISATION	CONTACT
The Health and Safety Executive	Health and Safety Executive	Mr Dave Adams (MHPD) NSIP Consultations Health and Safety Executive Building 2.2 Redgrave Court Merton Road Bootle Merseyside L20 7HS NSIP.applications@hse.gov.uk
The National Health Service Commissioning Board	NHS England	NHS England NHS Commissioning Board PO Box 16728 Redditch B97 9PT england.contactus@nhs.net Cc to: gus.williamson@nhs.net
The relevant Clinical Commissioning Group	Kernow Clinical Commissioning Group	kccg.contactus@nhs.net
Natural England	Natural England	Natural England Consultation Service Hornbeam House Electra Way

[2] Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (the 'APFP Regulations')

SCHEDULE 1 DESCRIPTION	ORGANISATION	CONTACT
		Crewe Business Park Crewe Cheshire CW1 6GJ consultations@naturalengland.org.uk
The Historic Buildings and Monuments Commission for England	Historic England - South West	natalie.carr@HistoricEngland.org.uk Cc to: shane.gould@HistoricEngland.org.uk
The relevant fire and rescue authority	Cornwall Fire and Rescue Service	fire@cornwall.gov.uk
The relevant police and crime commissioner	Devon and Cornwall Police	Alison Hernandez opcc@devonandcornwall.pnn.police.uk
The relevant parish council(s) or, where the application relates to land [in] Wales or Scotland, the relevant community council	St. Newlyn East Parish Council	Mrs Kathryn Rees stnewlyneastclerk@live.co.uk
	Perranzabuloe Parish Council	Mrs Cathy Oates perranzabuloe@btconnect.com
	St. Agnes Parish Council	Lee Dunkley clerk@stagnesparishcouncil.co.uk
	Chacewater Parish Council	Mrs Charlotte Bearham parish.clerk@chacewater.org
	Kenwyn Parish Council	Mrs Karen Harding kenwynpc@btconnect.com
	St. Allen Parish Council	Miss Janet Richie stallenpc@btinternet.com

SCHEDULE 1 DESCRIPTION	ORGANISATION	CONTACT
	St. Erme Parish Council	Mrs Sally Trethewey stermepc@btinternet.com
The Environment Agency	The Environment Agency - Devon, Cornwall and the Scilly Isles	Sean Pritchard spdc@environment-agency.gov.uk Cc to: sally.holloway@environment-agency.gov.uk
The Civil Aviation Authority	Civil Aviation Authority	ORA5 Directorate of Airspace Policy Civil Aviation Authority CAA House 45-59 Kingsway London WC2B 6TE airspace@caa.co.uk
The Relevant Highways Authority	Cornwall Council	Head of Highways roadstransportandparking@cornwall.gov.uk
The relevant strategic highways company	Highways England - South West	planningsw@highwaysengland.co.uk
Public Health England, an executive agency of the Department of Health	Public Health England	NSIP team NSIPconsultations@PHE.gov.uk
Relevant Statutory Undertakers	See Table 2 below	
The Crown Estate Commissioners	The Crown Estate	The Crown Estate Commissioners The Crown Estate 1 St James's Market

SCHEDULE 1 DESCRIPTION	ORGANISATION	CONTACT
		London SW1Y 4AH offshoreNSIP@thecrownestate.co.uk
The Forestry Commission	Forestry Commission - South West	westengland@forestry.gsi.gov.uk
The Secretary of State for Defence	Ministry of Defence	DIO-Safeguarding-Comms@mod.uk

TABLE 2: RELEVANT STATUTORY UNDERTAKERS

STATUTORY UNDERTAKER[3]	ORGANISATION	CONTACT
The relevant Clinical Commissioning Group	Kernow Clinical Commissioning Group	kccg.contactus@nhs.net
The National Health Service Commissioning Board	NHS England	NHS England NHS Commissioning Board PO Box 16728 Redditch B97 9PT england.contactus@nhs.net Cc to: gus.williamson@nhs.net
The relevant NHS Foundation Trust	South Western Ambulance Service NHS Foundation Trust	South Western Ambulance Service NHS Foundation Trust Abbey Court Eagle Way Exeter Devon EX2 7HY
Railways	Highways England Historical Railways Estate	hreenquiries@highwaysengland.co.uk
Civil Aviation Authority	Civil Aviation Authority	ORA5 Directorate of Airspace Policy Civil Aviation Authority

[3] 'Statutory Undertaker' is defined in the APFP Regulations as having the same meaning as in Section 127 of the Planning Act 2008 (as amended) (PA2008)

STATUTORY UNDERTAKER[3]	ORGANISATION	CONTACT
		CAA House 45-59 Kingsway London WC2B 6TE airspace@caa.co.uk
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding	natssafeguarding@nats.co.uk
Universal Service Provider	Royal Mail Group	daniel.parry-jones@bnpparibas.com Cc to: holly.trotman@royalmail.com
Homes and Communities Agency	Homes and Communities Agency	mail@homesandcommunities.co.uk
The relevant Environment Agency	The Environment Agency - Devon, Cornwall and the Scilly Isles	spdc@environment-agency.gov.uk Cc to: sally.holloway@environment-agency.gov.uk
The relevant water and sewage undertaker	South West Water	South West Water Peninsula House Rydon Lane Exeter EX2 7HR DeveloperServicesPlanning@southwestwater.co.uk
The relevant public gas transporter	Cadent Gas Limited	Cadent Gas Limited Ashbrook Court Central Boulevard Prologis Park Coventry

STATUTORY UNDERTAKER[3]	ORGANISATION	CONTACT
		CV7 8PE vicky.stirling@cadentgas.com
	Energetics Gas Limited	Energetics Gas Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow G72 OBN
	Energy Assets Pipelines Limited	Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU
	ES Pipelines Ltd	Alan Slee alans@espipelines.com
	ESP Connections Ltd	
	ESP Networks Ltd	
	ESP Pipelines Ltd	
	Fulcrum Pipelines Limited	FPLPlant@fulcrum.co.uk
	GTC Pipelines Limited	GTC Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP

STATUTORY UNDERTAKER[3]	ORGANISATION	CONTACT
	Independent Pipelines Limited	Independent Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP
	Indigo Pipelines Limited	Indigo Pipelines Limited 1 London Wall London EC2Y 5AB
	Quadrant Pipelines Limited	Quadrant Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP
	National Grid Gas Plc	National Grid Gas Plc 1-3 Strand London WC2N 5EH box.landandacquisitions@nationalgrid.com
	Scotland Gas Networks Plc	customer@sgn.co.uk
	Southern Gas Networks Plc	

STATUTORY UNDERTAKER[3]	ORGANISATION	CONTACT
	Wales and West Utilities Ltd	Wales and West Utilities Ltd Wales and West House Spooner Close Celtic Springs Newport NP10 8FZ enquiries@wwutilities.co.uk
The relevant electricity distributor with CPO Powers	Energetics Electricity Limited	Energetics Electricity Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow South Lanarkshire G72 0BN
	ESP Electricity Limited	Alan Slee alans@espipelines.com
	G2 Energy IDNO Limited	enquiries@g2energy.co.uk
	Harlaxton Energy Networks Limited	Harlaxton Energy Networks Limited Toll Bar Road Marston Grantham Lincs NG32 2HT
	Independent Power Networks Limited	Independent Power Networks Limited Energy House Woolpit Business Park Woolpit

STATUTORY UNDERTAKER[3]	ORGANISATION	CONTACT
		Bury St Edmunds Suffolk IP30 9UP
	Peel Electricity Networks Limited	Peel Electricity Networks Limited Peel Dome The Trafford Centre Manchester M17 8PL
	The Electricity Network Company Limited	The Electricity Network Company Limited Energy House Woolpit Business Park Bury St Edmonds Suffolk IP30 9UP
	UK Power Distribution Limited	UK Power Distribution Limited 22-26 King Street Kings Lynn Norfolk PE30 1HJ
	Utility Assets Limited	assetrecords@utilityassets.co.uk
	Utility Distribution Networks Limited	Utility Distribution Networks Limited Ship Canal House 98 King Street Manchester M2 4WU
	Western Power Distribution (South	info@westernpower.co.uk

STATUTORY UNDERTAKER[3]	ORGANISATION	CONTACT
	West) Plc	
The relevant electricity transmitter with CPO Powers	National Grid Electricity Transmission Plc	National Grid Electricity Transmission Plc 1-3 Strand London WC2N 5EH box.landandacquisitions@nationalgrid.com

TABLE 3: SECTION 43 CONSULTEES (FOR THE PURPOSES OF SECTION 42(1)(B))[4]

LOCAL AUTHORITY[5]	CONTACT
Cornwall Council	Head of Planning planning@cornwall.gov.uk
Torridge District Council	Head of Planning planningsupport@torridge.gov.uk
Devon County Council	Head of Planning planning@devon.gov.uk
West Devon Borough Council	Head of Planning planning@westdevon.gov.uk
Plymouth City Council	Head of Planning planningconsents@plymouth.gov.uk
South Hams District Council	Head of Planning planning@southhams.gov.uk

[4] Sections 43 and 42(b) of the PA2008

[5] As defined in Section 43(3) of the PA2008

Appendix C3 Section 48 Letter

European Union
European Regional Development Fund

<ADDRESS LINE 1>
<ADDRESS LINE 2>
<ADDRESS LINE 3>
<ADDRESS LINE 4>
<ADDRESS LINE 5>

Josh Hodder
A30 Chiverton to Carland Cross
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

17 January 2018

Dear <INSERT NAME>,

Publication of Section 48 Notice

Please find enclosed a copy of the Section 48 Notice publicising a proposed application for a Development Consent Order for the A30 Chiverton to Carland Cross scheme. This is sent to you as a prescribed body, in accordance with Regulation 11 of the Environmental Impact Assessment (Infrastructure Planning) Regulations 2009 (as amended). If you have any questions about this notice, please call Michael Baker on 0117 240 1570.

Yours sincerely

[redacted]

Michael Baker

Stakeholder Manager
Arup, on behalf of Highways England

Enc.

POSITIVE ABOUT DISABLED PEOPLE
INVESTORS IN PEOPLE

Appendix C4 Section 48 Notice

Section 48 - Planning Act 2008

A30 Chiverton to Carland Cross

Notice publicising a proposed application for a Development Consent Order

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Notice is hereby given that **Highways England Company Limited** ("Highways England") of Bridge House, Walnut Tree Close, Guildford, GUI 4LZ proposes to make an application ("the Application") to the Secretary of State for Transport under Section 37 of the Planning Act 2008 for a Development Consent Order.

The Application is for the proposed A30 Chiverton to Carland Cross improvement scheme in Cornwall.

The scheme's main proposals in summary are:

- An 8.7 mile, high quality 70mph dual carriageway, connecting to the existing A30 dual carriageways at either end;
- The replacement of Chiverton Cross roundabout with a new, 2 level motorway style roundabout;
- A new, 2 level partial junction at Chybucca, with west-facing slip roads connecting to the new dual carriageway;
- Replacement of the existing roundabout at Carland Cross with a 2 level motorway style junction;
- New bridges and accesses across the new road and the old road; and
- Retention of the existing A30 including the construction of further local road to maintain connectivity.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from 29 January 2018 to 12 March 2018 in accordance with the Statement of Community Consultation (SoCC), which is available to view on our web page or at the deposit points listed below. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 29 January 2018 to 12 March 2018 at the following locations and times:

Locations with consultation documents

All local libraries can be reached via the main switchboard by calling 0300 1234 111, emailing libraries@cornwall.gov.uk or visiting the Cornwall Council website https://www.cornwall.gov.uk/leisure-and-culture/libraries/your-local-library/

Location	**Address**	**Opening times**
Newquay Library	Marcus Hill Newquay TR7 1BD	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
Perranporth Library	Oddfellows Hall Ponsmere Road Perranporth TR6 0BW	Tues: 9.30am – 5pm Thurs: 1pm – 5pm Fri: 10am – 1pm Mon, Wed, Sat, Sun: Closed

Redruth Library	Clinton Road Redruth TR15 2QE	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
St Agnes Library	Trelawney Road St Agnes TR5 0TP	Mon: 9.30am – 5pm Wed: 1pm – 5pm Sat: 10am – 1pm Tues, Thurs, Fri, Sun: Closed
Truro, County Hall	Cornwall Council County Hall Treyew Road Truro TR1 3AY	Mon to Fri: 9am – 5pm
Truro Community Library	Union Place Truro TR1 1EP	Mon to Fri: 9.30am – 5pm Sat: 10.30am – 4pm Sun: Closed

Copies of the consultation materials will also be available online free of charge from 29 January 2018 at www.highways.gov.uk/a30Chiverton

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below:

- Email: A30ChivertontoCarlandCross@highwaysengland.co.uk
- Phone: 0300 123 5000
- Post: FREEPOST A30 C-CC

Paper copies of the consultation booklet, response form and Statement of Community Consultation will be supplied free of charge. A CD / DVD of these items together with scheme plans, the Preliminary Environmental Information Report and associated Non-Technical Summary will be supplied free of charge.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 29 January 2018 and 12 March 2018. A consultation feedback form is available as part of the consultation materials and online at www.highways.gov.uk/a30Chiverton. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

- Online: www.highways.gov.uk/a30Chiverton
- Email: A30ChivertontoCarlandCross@highwaysengland.co.uk
- Post: FREEPOST A30 C-CC

Responses must be received no later than 12 March 2018 at 23:59pm.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a

Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Josh Hodder, Project Manager, Highways England, Thursday 18 January 2018

Appendix D1 Draft Statement of Community Consultation

European Union
European Regional Development Fund

ARUP

Working on behalf of highways england

A30 Chiverton to Carland Cross

Statement of Community Consultation

HA551502-ARP-GEN-SW-RP-ZL-000004GEN-SW-RP-ZL-000004

P02 | S3

25/08/17

Notice

This document and its contents have been prepared and are intended solely for Highways England's information and use in relation to the A30 Carland Cross to Chiverton Scheme. Arup assumes no responsibility to any other party in respect of, arising out of or in connection with this document and/or its contents.

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1 Introduction

1.1.1 Highways England is publishing this Statement of Community Consultation (SoCC) in connection with a proposed improvement to the A30 Trunk Road between Chiverton and Carland Cross in Cornwall. The purpose of this document is to set out how we will consult the local community about our proposal. The document also provides background to the project and how the application to build it will progress.

2 The Application

2.1.1 Highways England is developing this scheme under the Planning Act 2008 and is publishing this statement under Section 47 of that Act. It has consulted Cornwall Council, the local authority responsible for the area where the scheme will be built, about plans to consult the local community (see Appendix 2).

2.1.2 The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. Highways England anticipates that a DCO application for the scheme will be submitted in XXXXX. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

2.1.3 Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the policy framework for DCO applications to be considered against.

2.1.4 When Highways England submits its DCO application, Cornwall Council and the Secretary of State must consider whether our consultation has been adequate. This pre-application consultation will be important in relation to the examination process that follows after an application is accepted by the Planning Inspectorate. Therefore, the best time to provide feedback on this scheme is now by taking part in this pre-application consultation. You can find more information about the Planning Inspectorate and the Planning Act 2008 on the Gov.uk website: http://infrastructure.planninginspectorate.gov.uk or by calling the Planning Inspectorate on 0303 444 5000.

3 The Scheme

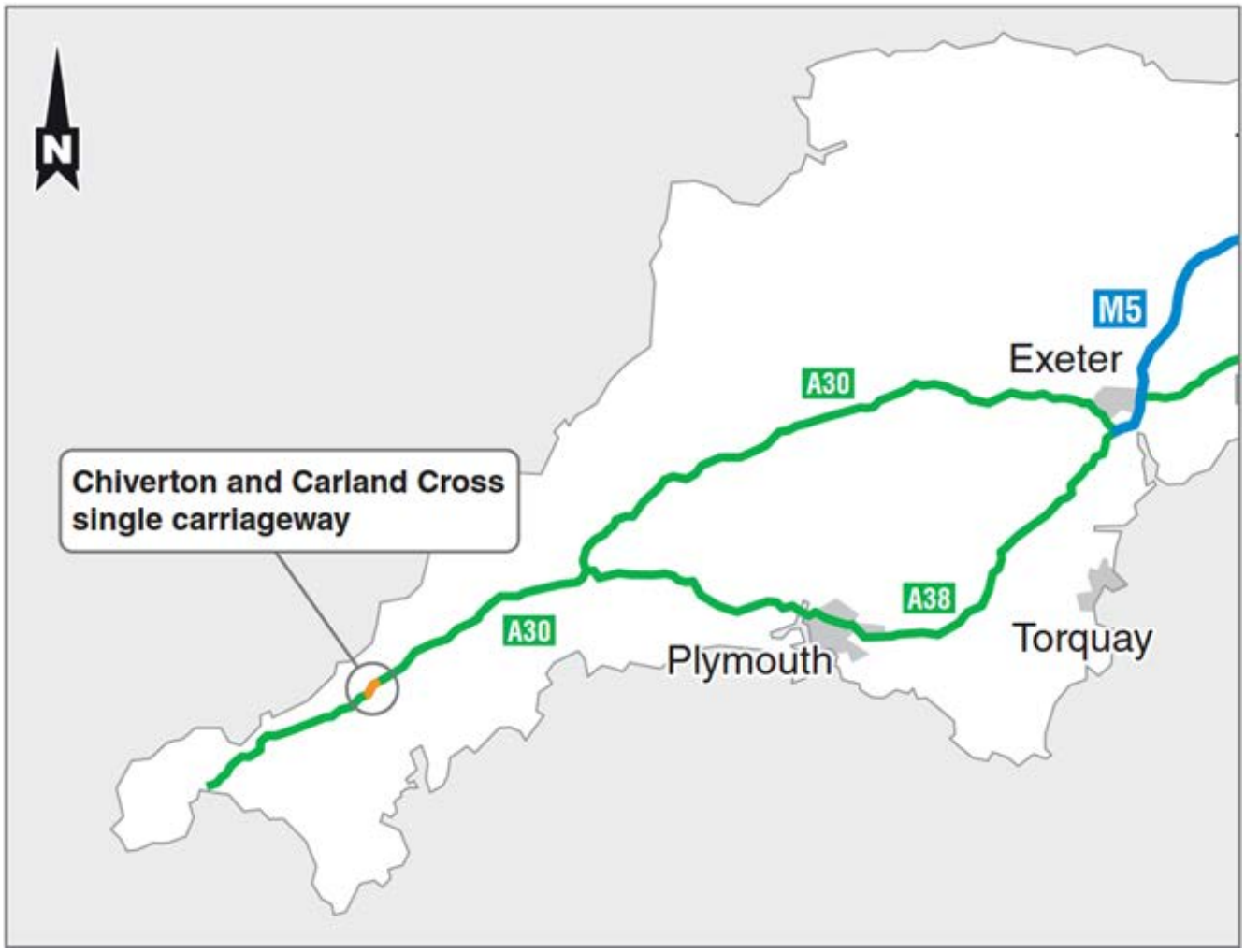
3.1.1 The A30 connects Penzance in west Cornwall with the M5 in Exeter. The section of the A30 between the Chiverton and Carland Cross is the last remaining single carriageway on the A30. The proposed scheme includes the construction of a new 12.7km, 70mph dual carriageway between Chiverton and Carland Cross. The existing A30 will be de-trunked and retained as a new local road.

3.1.2 The current road is associated with regular delays and congestion. As well as improving journey time and reliability on the strategic road network, the proposed scheme will provide new and improved connectivity for minor roads leading north to Newquay and south to Truro. This will create a consistent, high quality dual-carriageway connecting Penzance to the M5. The improvements delivered by the A30 Chiverton to Carland Cross scheme will support development and regeneration in Cornwall and the south-west.

3.1.3 The proposed scheme consists of:

- a 12.7km high quality 70mph dual carriageway, connecting to existing A30 dual carriageways at either end
- the replacement of Chiverton Cross roundabout with a new 2 level motorway style roundabout
- a new 2 level partial junction at Chybucca, with west-facing slip roads connecting to the new dual carriageway
- replacement of the existing roundabout at Carland Cross with a 2 level motorway style junction
- new bridges and accesses across the new road and the old road
- retention of the existing A30 including the construction of further local road to maintain connectivity

Figure 1. Scheme location


N
M5
Exeter
A30
Chiverton and Carland Cross
single carriageway
A30
A38
Plymouth
Torquay

4 Stages one and two consultation

4.1.1 Highways England has already undertaken two rounds of public consultation.

4.1.2 In 2015, Cornwall Council, on behalf of Highways England, held public engagement events to gauge support and seek feedback on the need for improvements to the existing A30.

4.1.3 In autumn 2016, Highways England held a consultation on options for improvements to the A30 between Chiverton and Carland Cross. The consultation provided local communities and stakeholders the opportunity to view, discuss and help shape the proposals prior to the selection of the preferred route. Consultation reports from these two phases are available to download from www.highways.gov.uk/A30Chiverton-to-CarlandCross.The reports are also available on request from Highways England and can be viewed for the duration of the consultation period at the display locations detailed in section 8.

5 Stage three (statutory) Consultation

5.1.1 We want to make sure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on our proposals before we submit our DCO application.

5.1.2 Statutory consultation under section 47 of the Act will take place between XX January and XX March 2018. This covers six weeks (42 days). The minimum required under the Act is 28 days. This will the final stage of consultation before we submit our DCO application.

5.1.3 During the consultation we will provide information on various topics including:

- the alignment of the main dual carriageway
- junction layouts and strategy
- works to the existing road ("de-trunking") and side roads
- environmental assessments and potential environmental impacts
- environmental mitigation measures
- arrangements for the construction stage of the scheme
- arrangements to mitigate the severance of any communities, farms, or businesses

5.1.4 We are preparing an Environmental Impact Assessment (EIA) for the scheme. As the scheme is an EIA development, we are publishing a Preliminary Environmental Information Report (PEIR) as part of the consultation material. This gives information about how each EIA topic is being assessed and the potential environmental effects of the scheme and the measures proposed to reduce those effects, such as (list headline mitigation), so to assist well-informed responses to the consultation.

6 Publicity

6.1.1 We will promote the consultation in a number of different ways, including:

- sending our Consultation Leaflet to all residential and business addresses within at least 1.5km of the proposed route. These addresses will be drawn from the Royal Mail database and is based on the area used during stage two consultation. A map of the direct mail zone area can be found in Appendix 1
- advertising in the Falmouth Packet, West Briton, Truro Daily and Western Morning News during the week before and during the first week of the consultation
- sending emails to those who have previously expressed an interest in the Project and provided us with an email address
- sending letters and/or emails to elected representatives in the area including MPs, MEPs, and Cornwall Council councillors
- sending letters and/or emails to local community groups and organisations who we are aware are active in the area and for whom we have contact details. A list of these community groups can be found in Appendix 3
- providing information about the consultation on our website: www.highways.gov.uk/A30Chiverton-to-CarlandCross
- issuing press releases to local press. This will be done once at the start of consultation and once later in the consultation to encourage people to get involved, and
- using Twitter, @HighwaysSWEST to send out updates during the consultation period. Please note, feedback will not be accepted through social media. More details of how to provide feedback can be found in section 10 of this SoCC.

6.1.2 We have taken on board the feedback received from the previous stage of consultation regarding wider promotion of the consultation zone. For consistency we will continue to mail out leaflets to the direct mail zone indicated above (map in Appendix 1), we will be:

- targeting a wider audience across the area, particularly the larger towns, including Truro, Newquay and Redruth
- holding additional consultation events across the area
- providing additional locations for local people to view the consultation information

7 Consultation Documents

7.1.1 The suite of consultation documents will include:

- a **Consultation Leaflet** giving an overview of the proposals and details of where more information about the scheme can be found, as well as details of the consultation events and information points
- a **Feedback Form** in order to collect responses to the consultation (available in hard copy and online – details in section 10 below)
- an **Consultation Booklet** giving a summary of the proposals including the potential benefits and impacts of the scheme, how we propose to mitigate against potential impacts
- a **Preliminary Environmental Information Report (PEIR)**; containing preliminary information on the likely environmental effects of our proposals as we have ascertained them so far, including noise, transport and air quality, and how we propose to minimise these effects, as well as how we propose to maximise the benefits of the scheme; this will include a **non-technical summary** of the PEIR
- a **map of the route**
- a **set of plans of the scheme**
- a **notice of application**
- a report of the **need case** for the scheme
- **Factsheets**
- this **Statement of Community Consultation**

8 How we will make the documents available

8.1.1 The consultation documents will be made available in the following ways:

- published on our website, www.highways.gov.uk/A30Chiverton-to-CarlandCross for the duration of the consultation, XX January to XX March 2018
- printed copies will be available at consultation events to review. Copies of the Feedback Form and Consultation Booklet will be available to take away, and printed copies of consultation documents will be placed in the locations listed in the table below, for review, for the duration of the consultation period. We will check, by telephone, on a weekly basis that the full suite of consultation documentation remains available and intact at each of these locations.

Table 1. Table showing location of consultation documents

Locations with consultation documents All local libraries can be reached via the main switchboard by calling 0300 1234 111, emailing libraries@cornwall.gov.uk or visiting the Cornwall Council website https://www.cornwall.gov.uk/leisure-and-culture/libraries/your-local-library/		
Location	**Address**	**Opening times**
Newquay Library	Marcus Hill Newquay TR7 1BD	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
Perranporth Library	Oddfellows Hall Ponsmere Road Perranporth TR6 0BW	Tues: 9.30am – 5pm Thurs: 1pm – 5pm Fri: 10am – 1pm Mon, Wed, Sat, Sun: Closed
Redruth Library	Clinton Road Redruth TR15 2QE	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
St Agnes Library	Trelawney Road St Agnes TR5 0TP	Mon: 9.30am – 5pm Wed: 1pm – 5pm Sat: 10am – 1pm Tues, Thurs, Fri, Sun: Closed
Truro, County Hall	Cornwall Council County Hall Treyew Road Truro TR1 3AY	TBC
Truro Community Library	Union Place Truro TR1 1EP	Mon to Fri: 9.30am – 5pm Sat: 10.30am – 4pm Sun: Closed

8.1.2 We will provide one copy of each of the consultation documents, free of charge, to those unable to access them via the internet or the deposit locations, with the exception of the PEIR. We will also have USB sticks containing all of the consultation documents available at consultation events and on request. CD-ROM also available on request.

8.1.3 Due to the size of the PEIR, a charge may need to be included to cover printing and delivery costs (up to £500). Please call our helpline 0300 123 5000 or email us at A30ChivertontoCarlandCross@highwaysengland.co.uk to request documents.

9 Consultation events

9.1.1 During the consultation period we will hold a series of events, which anyone who is interested in the Project can attend, read the consultation documents, see visual displays of our proposals, talk to our professional team, and leave feedback. These events will be staffed by members of the Highways England team and their professional advisors.

9.1.2 The events will take place as follows:

Location	Address	Dates and times
Blackwater Community Primary School		
Newquay (venue tbc)		
Perranporth Community Room		
Shortlanesend Village Hall		
St Austell (venue tbc)		
St Erme Community Centre		
Truro, County Hall		

10 How to respond to the consultation

10.1.1 There are various ways that you can respond to the consultation. All consultation responses must be received by 11.59pm on the last day of the consultation, DAY DATE MONTH 2018, or we may not be able to take them into account.

- by post: Feedback Forms and any other consultation responses can be posted to: FREEPOST ADDRESS
- online: A copy of the Feedback Form will be available to fill in at our consultation website, www.highways.gov.uk/A30Chiverton-to-CarlandCross
- by email: Consultation responses can be emailed to A30ChivertontoCarlandCross@highwaysengland.co.uk, and
- at the consultation events: Feedback Forms will be available at the consultation events referred to in Section 9 and can be left at the event or returned by post.
- Please note that unless there are exceptional circumstances, the Project team will not accept oral feedback given either at events or via our helpline. All feedback must be provided in writing as set out above.
- We will provide an acknowledgement for consultation responses that include an email address or postal address.

11 Hard to reach

11.1.1 We have identified a range of community organisations with a potential interest in the scheme, including representatives of local 'hard to reach' groups. Details can be found in Appendix 3. To ensure that 'hard to reach' groups are encouraged to get involved in the consultation, the materials will be prepared to be accessible and clear.

11.1.2 In addition, we will ensure that:

- the contact telephone number and email address are prominent on all published material (including this SoCC) and enable individuals to contact the team directly with questions or requests
- the Consultation Leaflet, Feedback Form and Overview Report can be made available in alternative forms on request (e.g. large print, Braille, languages other than English)
- a Consultation Leaflet and Feedback Form will be sent directly to people's addresses within the area identified in Appendix 1, and
- representatives of the identified community groups and organisations will be contacted directly with details about the consultation.

11.1.3 We have sought to ensure that venues are accessible and can be reached by public as well as private transport. For anyone with specific additional requirements in relation to consultation events, please email A30ChivertontoCarlandCross@highwaysengland.co.uk or call 0300 123 5000.

12 Next steps

12.1.1 Comments made during the consultation will be recorded and carefully considered by Highways England and will be taken into account in further developing the scheme proposal. An explanation of how comments received have shaped and influenced our proposals, including feedback received at the two previous stages of consultation, will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and in consultation with Cornwall Council will determine whether Highways England's pre-application consultation has been adequate.

12.1.2 If you want to contact us or find out more about this scheme, you can:

- Visit the scheme webpage: (www.highways.gov.uk/A30Chiverton-to-CarlandCross)
- Email us: A30ChivertontoCarlandCross@highwaysengland.co.uk
- Call us: 0300 123 5000
- Write to us: FREEPOST ADDRESS

Appendix A Direct mail zone

A.1.1 To be included later

Appendix B Local Authorities

B.1.1 Map showing local authorities

12.1.3 Host local authority as Cornwall Council with neighbouring authorities.

Appendix C Community groups, organisations and hard to reach groups

Appendix D2 Cover letter from Highways England to Cornwall Council regarding draft Statement of Community Consultation (16 October 2017)

Josh Hodder
A30 Chiverton to Carland Cross
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

Jeremy Edwards
By email only

16 October 2017

Dear Mr Edwards,

A30 Chiverton to Carland Cross, Section 47 of the Planning Act 2008, consultation with Cornwall Council on the Statement of Community Consultation (SoCC)

On behalf of Highways England, I would like to thank you for providing your feedback on our initial draft outline for the A30 Chiverton to Carland Cross scheme Statement of Community Consultation (SoCC) at our meetings on 26 September 2017 and 2 October 2017.

I now enclose for formal consultation with Cornwall Council the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme.

We have carefully considered the information and advice provided by Cornwall Council with respect to consulting with local communities living and working in the vicinity of our proposed development. I am therefore pleased to confirm that this has given us valuable guidance in drafting our SoCC which is, of course, a requirement of the Planning Act 2008 for nationally significant infrastructure projects. The SoCC will support consultation in advance of our application for a Development Consent Order to be submitted in due course for consideration by the Planning Inspectorate.

Section 47 of the Planning Act 2008 requires that we consult relevant local authorities about what is to be included in our SoCC prior to its publication and publicity for our proposed programme of consultation events. We are required to allow a minimum of 28 days from the day after receipt of this formal notice to allow you time to offer any further formal comment on our SoCC.

We would therefore request that any formal responses on the draft SoCC are received by 13 November 2017. This is a period of 28 days from the day after the receipt of this letter. We would request that any formal comments on the draft SoCC are returned to Josh Hodder (josh.hodder@highwaysengland.co.uk) and cc'd to Michael Baker (michael.baker@highwaysengland.co.uk).

If there are any issues which you feel need immediate discussion, please do not hesitate to contact me in advance of any formal response to the SoCC. As discussed in our meeting, we will arrange to come and meet the relevant Council members involved in the response of Cornwall Council to discuss our proposals at your convenience. We hope this consultation will help greatly in ensuring that our public consultation programme is relevant, informative and timely.

I look forward to hearing from you.

Yours sincerely

Yours sincerely

[redacted]

Josh Hodder
Project Manager

European Union
European Regional
Development Fund

highways england

Appendix D3 Cornwall Council Response to Draft Statement of Community Consultation (11 November 2017)

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CORNWALL COUNCIL

Mr Josh Hodder, Project Manager
A30 Chiverton to Carland Cross
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

Your ref:
My ref:
Date: 11 Nov 2017

Dear Mr Hodder

A30 Chiverton to Carland Cross, Section 47 of the Planning Act 2008, consultation with Cornwall Council on the Statement of Community Consultation (SoCC)

Thank you for your letter dated 16 October 2017 seeking this Council's formal response to Highways England's Statement of Community Consultation. I also refer to the briefing meeting held with our portfolio holders for Transportation and Planning in our offices on 31 October 2017. I note the dates of the consultation are 29 Jan to 13 March 2018.

The Council has approved the Statement of Community Consultation by way of a decision by the Portfolio Holders for Transport and Planning and I attach a copy for your information. They would like to amend document version P05.1 as follows:

- Figure 1 – add in more background detail to the map.
- Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme.
- Para 6.1.1 – delete Truro Daily as no such paper exists.
    - add in Cornwall Live, Newquay Voice and St Austell Voice.
    - include attendance at Cornwall Council on 21 Nov 2017.
    - attend a further briefing for Cornwall Council on 23 Jan 2018.
- Para 8, table 1 – amend County Hall opening times to Mon to Fri, 9am-5pm.
- Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.
- Para 9.1.2 – add an additional event in the Fraddon/Indian Queens area.

Yours sincerely

[redacted]

Jeremy Edwards
Environment Liaison and Events Officer
jedwards@cornwall.gov.uk
Enc

Report to:	**Portfolio Holder for Transportation and Portfolio Holder for Planning**
Date:	**8 November 2017**
Title:	**A30 Chiverton to Carland Cross** **Cornwall Council response to Statement of Community Consultation**
Portfolio Area:	**Transportation and Planning** *Note: if there is more than one Portfolio Area which may have significant involvement in the issue the quarterly meeting of Cabinet, Scrutiny Chairmen, CDT, Monitoring Officer and Chairman of the Council will discuss who leads*
Divisions Affected:	**Which electoral division(s)/all**
Relevant Scrutiny Committee:	
Authors, Roles and Contact Details:	**Nigel Blackler, Service Director, Transportation and Infrastructure, nblackler@cornwall.gov.uk 01872 323084** **Jeremy Edwards, Environment Liaison and Events officer, jedwards@cornwall.gov.uk 01873 237878**
Approval and clearance obtained:	**Y / N**
For Cabinet and delegated executive decisions only	
Key decision? (≥£500k in value or significant effect on communities in two or more electoral divisions)	**N**
Published in advance on Cabinet Work Programme?	**N**
Urgency Procedure(s) used if 'N' to Work Programme?	**N**
Date next steps can be taken	

Recommendation:

1. That the proposed Statement of Community Consultation should be approved subject to amending the document included in Appendix 2:

Figure 1 – add in more background detail to the map.

Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme.

Para 6.1.1 – delete Truro Daily as no paper exists.

add in Cornwall Live, Newquay Voice and St Austell Voice.

include attendance at Cornwall Council on 21 Nov 2017.

attend a further briefing for Cornwall Council on 23 Jan 2018.

Para 8, table 1 – amend County hall opening times to Mon to Fri, 9am-5pm.

Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.

Para 9.1.2 – add an additional event in the Fraddon/Indian Queens area.

1. Executive Summary

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation (SoCC) for the A30 Chiverton to Carland Cross scheme and the proposed programme of consultation events. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

The purpose of the SoCC is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on the proposals before Highways England submits its Development Consent Order application.

2. Purpose of Report

This report sets out the Council's proposed response to the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme and proposed programme of consultation events put forward by Highways England. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

2.1 Background

The A30 connects Penzance in west Cornwall with the M5 in Exeter. The section of the A30 between the Chiverton and Carland Cross is the last remaining single carriageway on the A30, between the M5 at Exeter and Camborne in Cornwall. The proposed scheme includes the construction of a new 12.7km, 70mph dual carriageway between Chiverton and Carland Cross. The existing A30 will be de-trunked and retained as a new local road.

The current road is associated with regular delays and congestion. As well as improving journey time and reliability on the strategic road network, the proposed scheme will provide new and improved connectivity for minor roads leading north to Newquay and south to Truro. This will create a consistent, high quality dual-carriagewaybetween Camborne and the M5 at Exeter. The improvements delivered by the A30 Chiverton to Carland Cross scheme will support residents, businesses and visitors to Cornwall

Two rounds of consultation on the A30 Chiverton to Carland Cross scheme have already been undertaken.

In 2015, Cornwall Council, on behalf of Highways England, held public engagement events to gauge support and seek feedback on the need for improvements to the existing A30. The engagement showed overwhelming support for an improvement to this section of the A30, both locally and from across Cornwall.

In autumn 2016, Highways England held a consultation on options for improvements to the A30 between Chiverton and Carland Cross. The consultation provided local communities and stakeholders with the opportunity to view, discuss and help shape the proposals prior to the selection of a preferred route.

The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. Highways England anticipates that a DCO application for the scheme will be submitted in September 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the policy framework for DCO applications to be considered against.

Highways England is developing the A30 Chiverton to Carland Cross scheme under the Planning Act 2008. It has published its draft Statement of Community Consultation, as required under Section 47 of that Act. It has consulted Cornwall Council, the local authority responsible for the area where the scheme will be built, about plans to consult the local community.

When Highways England submits its DCO application, Cornwall Council and the Secretary of State must consider whether the consultation has been adequate. Feedback on the draft outline for the A30 Chiverton to Carland Cross scheme Statement of Community Consultation (SoCC) took place with officers on 26 September 2017 and 2 October 2017.

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication along with publicity for the proposed programme of consultation events. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

The purpose of the SoCC is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on our proposals before we submit our DCO application.

Statutory consultation under section 47 of the Act will take place between January and March 2018 [dates to be confirmed]. This covers a period of six weeks (42 days). The minimum required under the Act is 28 days. This will be the final stage of consultation before the DCO application is made in September 2018.

During the consultation Highways England proposes to provide information on various topics including:

- the alignment of the main dual carriageway
- junction layouts and strategy
- works to the existing road ('de-trunking') and side roads
- environmental assessments and potential environmental impacts
- environmental mitigation measures
- arrangements for the construction stage of the scheme
- arrangements to mitigate the severance of any communities, farms, or businesses.

3. Benefits for Customers/Residents

Following completion of the A30 Temple to Higher Carblake improvement, this section of the A30 is the last remaining length of single carriageway between Camborne and the M5 motorway, and regularly experiences congestion and delays.

The A30 Chiverton to Carland Cross scheme will; reduce congestion; unlock growth; connect communities; improve safety, operation and efficiency and protect the environment.

4. Relevant Previous Decisions

This scheme has been considered by the Council's Local Transport Board at its meeting on 14 March 2017.

5. Consultation and Engagement

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.
The purpose of the Statement of Community Consultation is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on the proposals before Highways England submit its DCO application.

6. Financial Implications of the proposed course of action/decision

There are no direct financial implications arising from this report.

If the proposal to dual the A30 between Chiverton and Carland Cross is approved and goes ahead, it should be noted that the existing A30 will be de-

trunked, and become the responsibility of the Council, as the Highway Authority, to maintain. There will be costs involved in maintaining this road, and negotiations are ongoing with Highways England on the condition of the road at handover and what additional funding would be required to maintain it.

7. Legal/Governance Implications of the proposed course of action/decision

This report sets out that the Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication along with publicity for the proposed programme of consultation events. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

8. Risk Implications of the proposed course of action/decision

There are no risk implications arising from this report.

9. Comprehensive Impact Assessment Implications

A comprehensive impact assessment is not considered necessary for this report.

10. Options available

A briefing session was held on 31 October 2017 with both portfolio holders, representatives of Highways England, its consultants Arup and Council officers.

That the proposed Statement of Community Consultation should be approved subject to amending the document included in Appendix 2:

Figure 1 – add in more background detail to the map.

Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme.

Para 6.1.1 – delete Truro Daily as no paper exists.

add in Cornwall Live, Newquay Voice and St Austell Voice.

include attendance at Cornwall Council on 21 Nov 2017.

attend a further briefing for Cornwall Council on 23 Jan 2018.

Para 8, table 1 – amend County hall opening times to Mon to Fri, 9am-5pm.

Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.

Para 9.1.2 – add an additional event in the Fraddon/Indian Queens area.

11. Supporting Information (Appendices)

Appendix 1 – letter dated 16 October 2017.

Appendix 2 – Draft Statement of Community Consultation.

12. Background Papers

None

13. Approval and clearance

All reports:

Final report sign offs	**This report has been cleared by (or mark not required if appropriate)**	**Date**
Governance/Legal (Required for **all** reports)	Vanessa Davis	9 November 2017
Finance (Required for **all** reports)	Leah Thomas	6 November 2017
Equality and Diversity (If required)		
Service Director (Required for **all** reports)	Nigel Blackler	10 November 2017
Strategic Director (If required)		

Draft reports process checklist for Cabinet/individual decision reports:

Complete the checklist below while you are drafting your Cabinet or individual decision report. It will be removed before publication.

Process checklist	**Completed**
Portfolio Holder briefed	**Yes/No**
Strategic Director briefed	**Yes/No**
Service Director sign off	**Yes/No**
Data protection issues considered	**Yes/No**
If exempt information, public (part 1) report also drafted. (Cabinet/Scrutiny)	**Yes/No**
If not on Cabinet Work Programme, Scrutiny offered the opportunity to consider the report	**Yes/No**

Appendix D4 Highways England Letter to Cornwall Council: Regarding Their Response to Draft Statement of Community Consultation (15 December 2017)

European Union
European Regional Development Fund

highways england

Your ref: N/A

Our ref: HA551502-ARP-GEN-SW-CO-ZH-000014

Josh Hodder
A30 Chiverton to Carland Cross Scheme
Highways England
Temple Quay House
2 The Square, Temple Quay
Bristol BS1 6HA

Jeremy Edwards
Cornwall Council
Pydar House
Pydar Street
Truro
TR1 1XU

15 December 2017

Subject: A30 Chiverton to Carland Cross, Section 47 of the Planning Act 2008, Statement of Community Consultation (SoCC)

Dear Mr Edwards,

On behalf of Highways England, I would like to thank Cornwall Council for providing feedback on the A30 Chiverton to Carland Cross scheme Statement of Community Consultation (SoCC) received on the 13 November 2017.

We have reviewed the Council's comments and enclose a table which shows how we propose to address these. Any changes to the SoCC will be reflected in the published version which will be made available early in 2018.

Thank you once again for your prompt response to the consultation. If you have any queries with how we prose to address the Council's comments, please do not hesitate to contact me.

Yours sincerely,

<signature>

Josh Hodder

Comments from CC	Action/change
Figure 1- add in more background detail to the map	Map to be updated with more detail.
Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme	Statistic added.
Para 6.1.1: Delete Truro Daily as no such paper exists	Deleted reference.
Para 6.1.1: Add in Cornwall Live, Newquay Voice and St Austell Voice.	Have added Newquay Voice and St Austell Voice.
Para 6.1.1: Include attendance at Cornwall Council on 23 Jan 2018	Not included in the SoCC, but we are committed to attend to help promote the consultation.
Para 8, table 1 – amend County Hall opening times to Mon to Fri, 9am-5pm	Information added.
Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.	Amended.
Para 9.1.2- add an additional event in the Fraddon/Indian Queens area.	Victory Hall in Indian Queens has been added to the list events.

Appendix D5 Published Statement of Community Consultation

highways england

European Union
European Regional Development Fund

A30 Chiverton to Carland Cross
Statement of Community Consultation

Table of contents

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1 Introduction

1.1.1 Highways England is publishing this Statement of Community Consultation (SoCC) in connection with a proposed improvement to the A30 Trunk Road between Chiverton and Carland Cross in Cornwall. The purpose of this document is to set out how we will consult the local community about our proposal. The document also provides background to the project and how the application to build it will progress.

2 The application

2.1.1 Highways England is developing this scheme under the Planning Act 2008 and is publishing this statement under Section 47 of that Act. It has consulted Cornwall Council, the local authority responsible for the area where the scheme will be built, about its plans to consult the local community and the content of this statement.

2.1.2 The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. Highways England anticipates that a DCO application for the scheme will be submitted later in 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

2.1.3 Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the policy framework for the DCO application to be considered against.

2.1.4 When Highways England submits its DCO application, Cornwall Council and the Secretary of State must consider whether our consultation has been adequate. Highways England will carefully consider all comments it receives during the consultation and will take them into account in further developing the scheme. Therefore, the best way to provide feedback on this scheme is by taking part in this pre-application consultation. You can find more information about the Planning Inspectorate and the Planning Act 2008 on the Gov.uk website: http://infrastructure.planninginspectorate.gov.uk or by calling the Planning Inspectorate on 0303 444 5000. You can view more information about the scheme proposals on the Highways England website: www.highways.gov.uk/a30Chiverton

3 The scheme

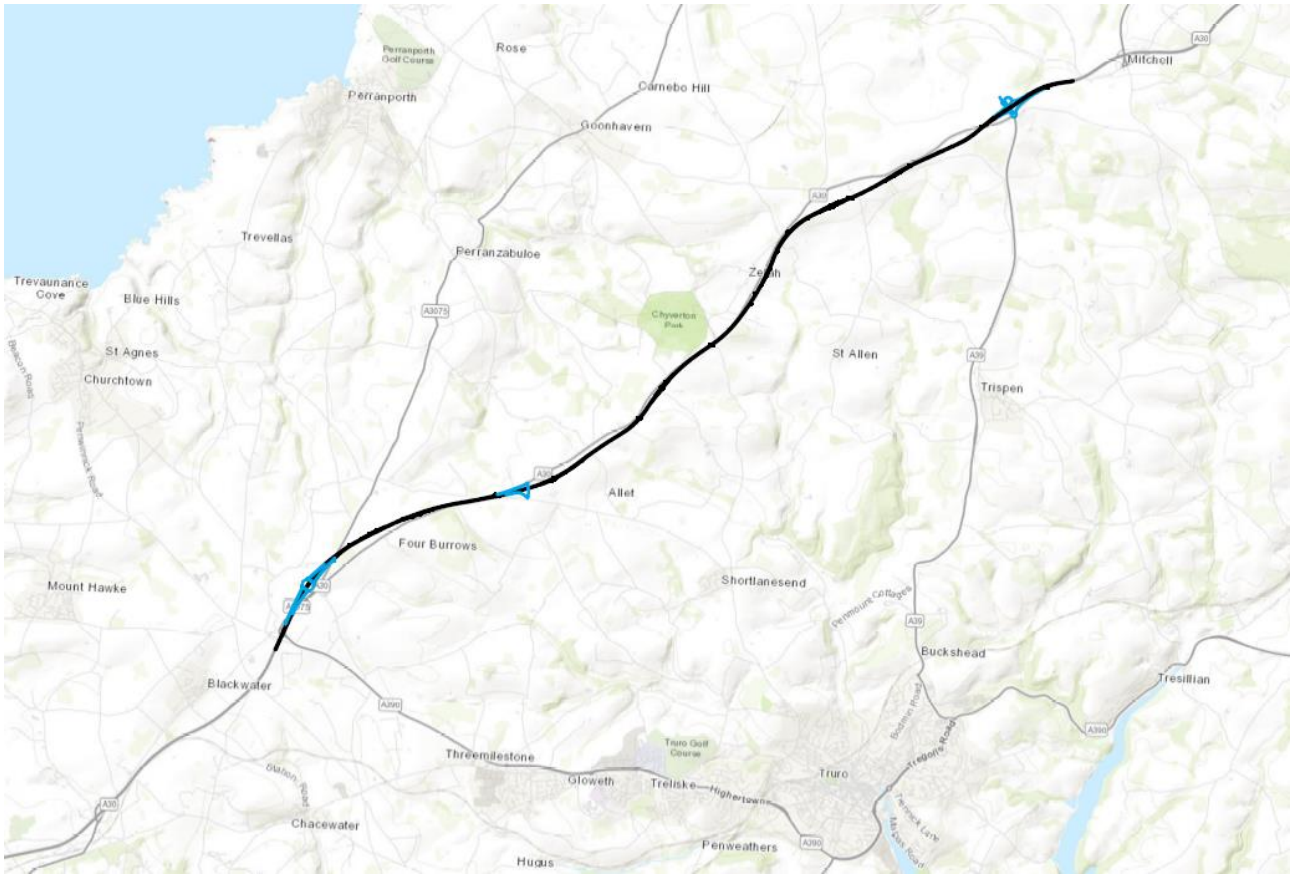
3.1.1 The A30 connects Penzance in west Cornwall with the M5 in Exeter. The section of the A30 between the Chiverton and Carland Cross is the last remaining single carriageway on the A30, between the M5 at Exeter and Camborne in Cornwall. The proposed scheme includes the construction of a new, 70mph dual carriageway between Chiverton and Carland Cross. The existing A30 will be de-trunked and retained as a local road.

3.1.2 The current road is associated with regular delays and congestion. As well as improving journey time and reliability on the strategic road network, the proposed scheme will provide new and improved connectivity for minor roads leading north to Newquay and south to Truro. This will create a consistent, high quality dual-carriageway connecting Cornwall to the M5. The improvements delivered by the A30 Chiverton to Carland Cross scheme will support development and regeneration in Cornwall and the south west.

3.1.3 The proposed scheme consists of:

- A 8.7 mile, high quality 70mph dual carriageway, connecting to existing A30 dual carriageways at either end;
- The replacement of Chiverton Cross roundabout with a new 2 level motorway style roundabout;
- A new 2 level partial junction at Chybucca, with west-facing slip roads connecting to the new dual carriageway;
- Replacement of the existing roundabout at Carland Cross with a 2 level motorway style junction;
- New bridges and accesses across the new road and the old road; and
- Retention of the existing A30 including the construction of further local road to maintain connectivity.

Scheme location



4 Previous consultation

4.1.1 Two rounds of consultation on the A30 Chiverton to Carland Cross scheme have already been undertaken.

4.1.2 In 2015, Cornwall Council, on behalf of Highways England, held public engagement events to gauge support and seek feedback on the need for improvements to the existing A30. The engagement showed overwhelming support, from 94.5% of respondents, for an improvement to this section of the A30, both locally and from across Cornwall.

4.1.3 In autumn 2016, Highways England held a consultation on options for improvements to the A30 between Chiverton and Carland Cross. The consultation provided local communities and stakeholders the opportunity to view, discuss and help shape the proposals prior to the selection of a preferred route. Further engagement took place between this consultation and the preferred route announcement, the outcome of which is presented in the Report on Public Consultation published on 3 July 2017.

4.1.4 Reports on these consultations are available to download from www.highways.gov.uk/a30Chiverton. The reports are also available in hard copy on request from Highways England.

5 Statutory Consultation

5.1.1 We want to make sure that local communities, residents, landowners, local interest groups, businesses, visitors and road users all have the opportunity to fully understand the scheme and comment on our proposals before we submit our DCO application.

5.1.2 Statutory consultation under the Planning Act 2008 will take place between 29 January and 12 March 2018. This covers a period of six weeks (42 days). The minimum time period required under the Act is 28 days. This will be the final stage of consultation before we submit our DCO application.

5.1.3 During the consultation we will provide information on various topics including:

- The alignment of the main dual carriageway;
- Junction layouts;
- Preliminary environmental assessments and potential environmental impacts;
- Preliminary environmental mitigation measures;
- Arrangements for the construction stage of the scheme; and
- Arrangements to mitigate the severance of any communities, farms, or businesses.

5.1.4 We are preparing an Environmental Impact Assessment (EIA) for the scheme. As the scheme is an EIA development, we are publishing a Preliminary Environmental Information Report (PEIR) as part of the consultation material. This gives preliminary information about how each EIA topic is being assessed, the potential environmental effects of the scheme and the measures currently proposed to reduce those effects, so to assist well-informed responses to the consultation.

6 Publicity

6.1.1 We have engaged with Cornwall Council and local councillors through attendance at Council meetings prior to the consultation to promote awareness of the consultation. We have also formally consulted Cornwall Council about arrangements for the consultation as required by the Section 47.

6.1.2 We will also promote the consultation in a number of different ways, including:

- Writing to all residential and business addresses within at least 1.5km of the proposed route. These addresses will be drawn from the Royal Mail database;
- Advertising in local and regional press outlets in advance of the consultation;
- Sending emails to those who have previously expressed an interest in the scheme and provided us with an email address;
- Sending letters and/or emails to elected representatives in the area including MPs, MEPs, and Cornwall Council members;
- Sending letters and/or emails to local community groups and organisations who we are aware are active in the area and for whom we have contact details
- Providing information about the consultation on our website: www.highways.gov.uk/a30Chiverton;
- Issuing press notices to local press. This will be done once at the start of consultation and once later in the consultation to encourage people to get involved. Media outlets sent the press will include:
  - Falmouth Packet
  - West Briton
  - Western Morning News
  - Pirate FM
  - Heart Cornwall
  - Cornwall Live
  - Newquay Voice
  - St Austell Voice
- Using Twitter, @HighwaysSWEST to send out updates during the consultation period. Please note, feedback will not be accepted through social media.

6.1.3 More details of how to provide feedback can be found in section 10 of this SoCC.

7 Consultation Documents

7.1.1 The suite of consultation documents will include:

- A **consultation booklet** giving a summary of the proposals including the potential benefits and impacts of the scheme, and how we propose to mitigate against potential impacts;
- A **response form** in order to collect responses to the consultation (available in hard copy and online – details in section 10 below);
- A **Preliminary Environmental Information Report (PEIR)**; containing preliminary information on the likely environmental effects of our proposals as we have ascertained them so far, including noise, transport and air quality, and how we propose to minimise these effects, as well as how we propose to maximise the benefits of the scheme – this will include a **non-technical summary** of the PEIR;
- A **map of the route**;
- A **set of plans of the scheme**;
- A **notice of application**; and
- This **Statement of Community Consultation**.

8 How we will make the documents available

8.1.1 The consultation documents will be made available in the following ways:

- Published on our website, www.highways.gov.uk/a30Chiverton, for the duration of the consultation, 29 January to 12 March 2018
- Printed copies will be available at consultation events to review and copies of the feedback form and consultation booklet will be available to take away at the consultation events.
- Copies of all consultation documents will also be placed in the locations listed in the table below, for review, for the duration of the consultation period. We will check, by telephone, on a regular basis that the full suite of consultation documentation remains available and intact at each of these locations.

Table 1. Table showing location of consultation documents

Locations with consultation documents All local libraries can be reached via the main switchboard by calling 0300 1234 111, emailing libraries@cornwall.gov.uk or visiting the Cornwall Council website https://www.cornwall.gov.uk/leisure-and-culture/libraries/your-local-library/		
Location	**Address**	**Opening times**
Newquay Library	Marcus Hill Newquay TR7 1BD	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
Perranporth Library	Oddfellows Hall Ponsmere Road Perranporth TR6 0BW	Tues: 9.30am – 5pm Thurs: 1pm – 5pm Fri: 10am – 1pm Mon, Wed, Sat, Sun: Closed
Redruth Library	Clinton Road Redruth TR15 2QE	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
St Agnes Library	Trelawney Road St Agnes TR5 0TP	Mon: 9.30am – 5pm Wed: 1pm – 5pm Sat: 10am – 1pm Tues, Thurs, Fri, Sun: Closed
Truro, County Hall	Cornwall Council County Hall Treyew Road Truro TR1 3AY	Mon to Fri: 9am – 5pm
Truro Community	Union Place	Mon to Fri: 9.30am – 5pm

Library	Truro TR1 1EP	Sat: 10.30am – 4pm Sun: Closed

- Paper copies of the consultation booklet, response form and Statement of Community Consultation will be supplied free of charge. A CD/DVD of these items together with scheme plans, the Preliminary Environmental Information Report and associated Non-Technical Summary will be supplied free of charge.

9 Consultation events

9.1.1 During the consultation period we will hold a series of events, which anyone who is interested in the scheme can attend, read the consultation documents, see visual displays of our proposals, talk to our professional team, and leave feedback. These events will be staffed by members of the Highways England team and their professional advisors.

9.1.2 The events will take place as follows:

Location	Address	Dates and times
St Erme Community Centre	Castle Field Trispen Truro TR4 9BD	Friday 2 February 2018 2pm – 8pm
Blackwater Village Hall	Blackwater Cornwall TR4 8ET	Wednesday 7 February 2018 2pm – 8pm
Perranporth Methodist Chapel	4 Boscawen Road Perranporth TR6 0EW	Thursday 8 February 2018 10am – 4pm
Cornwall Council, County Hall	Treyew Road Truro TR1 3AY	Saturday 10 February 2018 11am – 5pm
Victory Hall, Indian Queens	Saint Francis Road St Columb TR9 6PP	Monday 12 February 2018 2pm – 8pm
Shortlanesend Village Hall	Roseworthy Road Shortlanesend Truro TR4 9DU	Tuesday 13 February 2018 2pm – 8pm
St Michael the Archangel	St Michael's Road Newquay TR7 1RA	Wednesday 14 February 2018 2pm – 8pm

10 How to respond to the consultation

10.1.1 There are various ways that you can respond to the consultation. All consultation responses must be received by 11.59pm on 12 March 2018, or we may not be able to take them into account.

- **By post**: feedback forms and any other consultation responses can be posted to: **FREEPOST A30 C-CC**
- **Online**: A copy of the feedback form will be available to fill in on our website, www.highways.gov.uk/a30Chiverton
- **By email**: Consultation responses can be emailed to: A30ChivertontoCarlandCross@highwaysengland.co.uk; and
- **At the consultation events**: Feedback Forms will be available at the consultation events referred to in Section 9 and can be left at the event or returned by post.

10.1.2 Please note that unless there are exceptional circumstances, the project team will not accept oral feedback given either at events or via our helpline. All feedback must be provided in writing as set out above.

10.1.3 We will provide an acknowledgement for consultation responses that include an email address or postal address.

10.1.4 Please note that all consultation responses will be publicly available and may be published in the Consultation Report. If you would prefer not to include your name in your response, please include your postcode.

11 Hard to reach

11.1.1 We have identified a range of community organisations with a potential interest in the scheme, including representatives of local 'hard to reach' groups. To ensure these 'hard to reach' groups are encouraged to get involved in the consultation, the materials will be prepared to be accessible and clear.

11.1.2 In addition, we will ensure that:

- The contact telephone number and email address are prominent on all published material (including this SoCC) and enable individuals to contact the team with questions or requests;
- The consultation booklet and feedback form can be made available in alternative forms on request – large print, Braille, languages other than English;
- Information about the consultation is sent directly to addresses within at least 1.5km of the scheme; and
- Representatives of 'hard to reach groups' will be contacted directly with details about the consultation.

11.1.3 We have sought to ensure that venues are accessible and can be reached by public as well as private transport. For anyone with specific additional requirements in relation to consultation events, please email A30ChivertontoCarlandCross@highwaysengland.co.uk or call 0300 123 5000.

12 Next steps

12.1.1 Comments made during the consultation will be recorded, carefully considered by Highways England and will be taken into account in further developing the scheme proposal.

12.1.2 An explanation of how comments received have shaped and influenced our proposals, including feedback received at the two previous stages of consultation, will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008.

12.1.3 The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and in consultation with Cornwall Council will determine whether Highways England's pre-application consultation has been adequate.

12.1.4 If you want to contact us or find out more about this scheme, you can:

- **Visit the scheme webpage**: www.highways.gov.uk/a30Chiverton
- **Email us:** A30ChivertontoCarlandCross@highwaysengland.co.uk
- **Call us:** 0300 123 5000
- **Write to us:** FREEPOST A30 C-CC

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Creative M170036

Appendix D6 Copy of Statement of Community Consultation Notice Pursuant to Section 47(6) of the Act

A30 Chiverton to Carland Cross
Publication of Statement of Community Consultation

Highways England is proposing to construct an 8.7-mile dual carriageway between Chiverton and Carland Cross alongside the existing road. The proposed scheme is an Environmental Impact Assessment development, which means we will produce and consult on a Preliminary Environmental Information Report (PEI report).

In accordance with section 47 of the Planning Act 2008, we have published a Statement of Community Consultation (SoCC) which sets out how we will be consulting with the local community on our scheme and how they can get involved. You can view the SoCC on our project webpage www.highways.gov.uk/a30Chiverton or at a range of deposit locations. For further details please see our Section 48 notice in accordance with the Planning Act 2008.

The consultation will be held from Monday 29 January 2018 until Monday 12 March 2018. During this period, you can view consultation materials (including plans, the consultation brochure and environmental report) as well as speak to a member of the project team and share your views, at the following events:

Friday 2 February 2018 – 2pm to 8pm
St Erme Community Centre, near Truro TR4 9AP

Wednesday 7 February 2018 – 2pm to 8pm
Blackwater Village Hall, Blackwater TR4 8ET

Thursday 8 February 2018 – 10am to 4pm
Perranporth Methodist Chapel, Boscawen Road, Perranporth TR6 0EW

Saturday 10 February 2018 – 11am to 5pm
New County Hall, Treyew Road, Truro TR1 3AY

Monday 12 February 2018 – 2pm to 8pm
Victory Hall, Indian Queens, St Columb TR9 6PP

Tuesday 13 February 2018 – 2pm to 8pm
Shortlanesend Village Hall, School Hill, Shortlanesend TR4 9DU

St Michael the Archangel Church, Newquay TR7 1RA, 2pm-8pm

Alternatively, you can view the documents at the deposit locations as detailed in the Planning Act 2008 Section 48 notice or on our scheme website: www.highways.gov.uk/a30Chiverton. The materials will be available from the start of the consultation period, not in advance.

- For further details please, email A30ChivertontoCarlandCross@highwaysengland.co.uk or call **0300 123 5000**.

Appendix D7 Scans of Newspapers: Statement of Community Consultation Notice Pursuant to Section 47(6) of the Act

WBR-E01-S2

Shooting & Fishing

WANTED

FISHING TACKLE

Hardy, Farlows, Allcock etc. Rods, Reels, Flies, Lures, Fishing Bags or any related items.

Tel: 01237 423672 or 07969 459563

WEBLEY POINT 22 AIR RIFLE

With telescopic 4 x 32 sights, in fleece line carry bag, excellent condition,

£150

Tel: 01736 810325

Sports Coaching

PERSONAL TRAINING Certified personal trainer with 7 years of bodybuilding experience. Will tailor for every individuals needs. Email - mattsmithfitnessuk@outlook.com £30 Tel: 07469 873866

Sports Equipment

ANIMAL SURFBOARD bag Animal surfboard travel bag. Text for further details. Porthleven £10 ono Tel: 07817 478978

KARATE UNIFORMS and Guards Doryoku Ryu Karate Uniforms including elastic hand mitts and shin instep pads in medium and large sizes. £20.00 Tel: 01326 315365

POOL TABLE Slate bed six foot pool table set to free play various size cues, set of balls and table cover. Good condition with some wear marks buyer to collect £99 Tel: 07952 615520

SAXON KATAN mounyain bike Front & rear suspension,front & rear disc brakes,polished aluminium frame, 21 gears ,alloy wheels. £95 Tel: 01326 561895

SNOWBOARD TRAVEL bag. Dakine snowboard wheelie travel bag. Porthleven. Text for further details. £15 ono Tel: 07817 478978

Sportswear

LADIES DRESSES and coats 10-12 In fab condition. Black,Plum,khaki satiny jacket,beige supersoft material coat,bargain! All £4-each £4 Tel: 01872 561630

MEN'S CANADIAN ski pants, Bib style, never used, Pedsport Ski Pedigree, Canadian/UK size 44/38, blue. £50 Tel: 01872 275891 or 07713515305

MENS FOOTBALL BOOTS SIZE 7 MENS SIZE 7 FOOTBALL BOOTS AS NEW £6 Tel: 01209 890246

MENS FOOTBALL BOOTS SIZE 12 MENS SIZE 12 FOOTBALL BOOTS LIKE NEW £6 Tel: 01209 890246

Water Sports

BEAVER ECLIPSE dive knife beaver eclipse dive knife Features 7 cm pointed blade with line cutter in corrosion free 420 stainless steel. £10 Tel: 07511 402993

DIVE SLATE dive slate three page flip over used once as new, £10 Tel: 07511 402993

DIVERS SMB reel divers smb reel 60metres cord £15 Tel: 07511 402993

DIVING REGS oceanic diving regs oceanic cdx 5 1st stage alpha 8 2nd stage suunto cylinder pressure gauge bcd and dry suit hoses comes in a beaver reg bag £90 Tel: 07511 402993 or duncan10100@gmail.com

Winter Sports

CHILDS SALOPETTES 9-10YRS. Brown and black TRESPASS coldheat salopettes with elasticated shoulder straps, suit boy approx 9-10yrs VGC. Ideal for ski holiday. £9.99 ovno Tel: 07968 251295 or 07549910566

CHILDS SALTROCK SALOPETTES. Suit boy or girl. Black Saltrock technical salopettes age 11/12 with detachable elasticated braces. VGC & ideal for ski holiday. £10 ovno Tel: 07968 251295 or 07549910566

MANS SKI gear excellent condition salopetts boots Jacket St Day ring Alan for more info and prices £1 Tel: 07971 796436

MENS QUICKSILVER X series ski jacket. Light brown with detachable hood and snow skirt. Size M. Excellent condition. £25 Tel: 07443 941622 or 01872 862236

SALOMON CHILDS SKI HELMET. White size XS 51-55. VGC. Never dropped/damaged. Warm & softly padded. Pink ear protection & adjustable badges for decoration. Near Truro. £25 ono Tel: 07968 251295 or 07549910566

SKI BLADES Two sets of Blades (not quick release) £35.00 per pair. £80 ovno Tel: 01726 879205 or 07876245681

SKI BOOTS Hardly worn size 4 (37) includes carry bag.Gray £50.00 Tel: 01726 879205 or 07876245681

SKII GEAR - MENS Salomen red and black skil boots size 8/9 . Medium size jacket and salopettes blue with maroon insets, goggles, gloves, snow boots,socks £65.00 ono Tel: 01736 763527 or 07971096205

SNOWBOOTS. CHILDS SIZE 1 red and blue ALPINE snow boots, rubber grip sole & v. fluffy inside, little used. Ideal for ski holiday VGC. Camon Downs near Truro. £7.99 ovno Tel: 07968 251295 or 07549910566

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Public Notices

24/7 Advertising for private and trade

Public Notices

BERYL DORIS BRIGHT (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of East Cottage Blackwater Truro TR4 8EY, who died on 04/12/2017, are required to send particulars thereof in writing to the undersigned Solicitors on or before 23/03/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
JOSEPH A JONES & CO
6 Fenton Street Lancaster LA1 1TE 7518648

Public Notices

DOROTHY MARION POTTS (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of Porthgwarra Nursing Home North Corner Coverack Helston Cornwall TR12 6TG, who died on 16/12/2017, are required to send particulars thereof in writing to the undersigned Solicitors on or before 23/03/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
RANDLE THOMAS LLP
2 Wendron Street Helston
Cornwall TR13 8PP 7518638

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Public Notices

highways england

Section 48 - Planning Act 2008
A30 Chiverton to Carland Cross
Notice publicising a proposed application for a Development Consent Order

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Notice is hereby given that **Highways England Company Limited** ("Highways England") of Bridge House, Walnut Tree Close, Guildford, GUI 4LZ proposes to make an application ("the Application") to the Secretary of State for Transport under Section 37 of the Planning Act 2008 for a Development Consent Order.

The Application is for the proposed A30 Chiverton to Carland Cross improvement scheme in Cornwall.

The scheme's main proposals in summary are:

- An 8.7 mile, high quality 70mph dual carriageway, connecting to the existing A30 dual carriageways at either end;
- The replacement of Chiverton Cross roundabout with a new, 2 level motorway style roundabout;
- A new, 2 level partial junction at Chybucca, with west-facing slip roads connecting to the new dual carriageway;
- Replacement of the existing roundabout at Carland Cross with a 2 level motorway style junction;
- New bridges and accesses across the new road and the old road; and
- Retention of the existing A30 including the construction of further local road to maintain connectivity.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from 29 January 2018 to 12 March 2018 in accordance with the Statement of Community Consultation (SoCC), which is available to view on our web page or at the deposit points listed below. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 29 January 2018 to 12 March 2018 at the following locations and times:

Locations with consultation documents

All local libraries can be reached via the main switchboard by calling 0300 1234 111, emailing libraries@cornwall.gov.uk or visiting the Cornwall Council website https://www.cornwall.gov.uk/leisure-and-culture/libraries/your-local-library/

Location	Address	Opening times
Newquay Library	Marcus Hill Newquay TR7 1BD	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
Perranporth Library	Oddfellows Hall Ponsmere Road Perranporth TR6 0BW	Tues: 9.30am – 5pm Thurs: 1pm – 5pm Fri: 10am – 1pm Mon, Wed, Sat, Sun: Closed
Redruth Library	Clinton Road Redruth TR15 2QE	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
St Agnes Library	Trelawney Road St Agnes TR5 0TP	Mon: 9.30am – 5pm Wed: 1pm – 5pm Sat: 10am – 1pm Tues, Thurs, Fri, Sun: Closed
Truro, County Hall	Cornwall Council County Hall, Treyew Road Truro TR1 3AY	Mon to Fri: 9am – 5pm
Truro Community Library	Union Place Truro TR1 1EP	Mon to Fri: 9.30am – 5pm Sat: 10.30am – 4pm Sun: Closed

Copies of the consultation materials will also be available online free of charge from 29 January 2018 at www.highways.gov.uk/a30Chiverton

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below:

- Email: A30ChivertontoCarlandCross@highwaysengland.co.uk
- Phone: 0300 123 5000
- Post: FREEPOST A30 C-CC

Paper copies of the consultation booklet, response form and Statement of Community Consultation will be supplied free of charge. A CD/DVD of these items together with scheme plans, the Preliminary Environmental Information Report and associated Non-Technical Summary will be supplied free of charge.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 29 January 2018 and 12 March 2018. A consultation feedback form is available as part of the consultation materials and online at www.highways.gov.uk/a30Chiverton. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

- Online: www.highways.gov.uk/a30Chiverton
- Email: A30ChivertontoCarlandCross@highwaysengland.co.uk
- Post: FREEPOST A30 C-CC

Responses must be received no later than 12 March 2018 at 23:59pm.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Josh Hodder, Project Manager, Highways England, Thursday 18 January 2018

Public Notices

highways england

A30 CHIVERTON TO CARLAND CROSS
PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION

Highways England is proposing to construct an 8.7-mile dual carriageway between Chiverton and Carland Cross alongside the existing A30. The proposed scheme is an Environmental Impact Assessment development.

In accordance with section 47 of the Planning Act 2008, we have published a Statement of Community Consultation (SoCC) which sets out how we will be consulting with the local community on the scheme and how they can get involved. You can view the SoCC and the other consultation materials on our project webpage www.highways.gov.uk/a30Chiverton or at a range of deposit locations.

The consultation will be held from Monday 29 January 2018 until Monday 12 March 2018.

Locations with consultation documents

All local libraries can be reached via the main switchboard by calling 0300 1234 111, emailing libraries@cornwall.gov.uk or visiting the Cornwall Council website https://www.cornwall.gov.uk/leisure-and-culture/libraries/your-local-library/

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Redruth Library	Clinton Road Redruth TR15 2QE	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
St Agnes Library	Trelawney Road St Agnes TR5 0TP	Mon: 9.30am – 5pm Wed: 1pm – 5pm Sat: 10am – 1pm Tues, Thurs, Fri, Sun: Closed
Truro, County Hall	Cornwall Council County Hall Treyew Road Truro TR1 3AY	Mon to Fri: 9am – 5pm
Truro Community Library	Union Place Truro TR1 1EP	Mon to Fri: 9.30am – 5pm Sat: 10.30am – 4pm Sun: Closed

During this period, you can also view the consultation materials (including plans, the consultation booklet, the Preliminary Environmental Information Report and the SoCC) as well as speak to a member of the project team and share your views, at the following events:

Friday 2 February 2018 – 2pm to 8pm
St Erme Community Centre, near Truro TR4 9AP

Wednesday 7 February 2018 – 2pm to 8pm
Blackwater Village Hall, Blackwater TR4 8ET

Thursday 8 February 2018 – 10am to 4pm
Perranporth Methodist Chapel, Boscawen Road, Perranporth TR6 0EW

Saturday 10 February 2018 – 11am to 5pm
New County Hall, Treyew Road, Truro TR1 3AY

Monday 12 February 2018 – 2pm to 8pm
Victory Hall, Indian Queens, St Columb TR9 6PP

Tuesday 13 February 2018 – 2pm to 8pm
Shortlanesend Village Hall, School Hill, Shortlanesend TR4 9DU

St Michael the Archangel Church, Newquay TR7 1RA, 2pm-8pm

The materials will be available from 29 January until 12 March 2018. Paper copies of the consultation booklet, response form and Statement of Community Consultation are available on request free of charge. There may be a charge for paper copies of the other consultation materials.

For further details please email A30ChivertontoCarlandCross@highwaysengland.co.uk or call 0300 123 5000.

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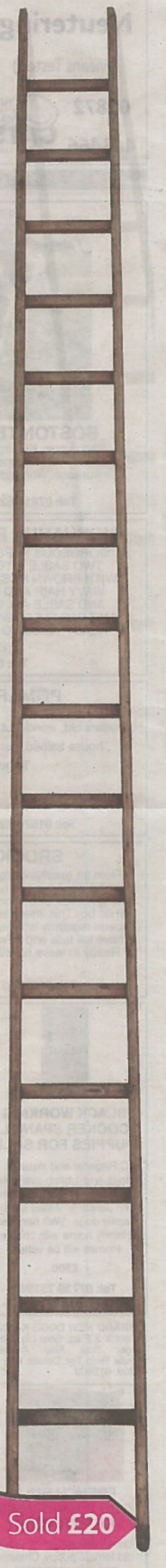

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West Briton, 18 January 2018

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COLLECTIBLE HEDGIE country artist collectible hedgie , boxed never been used, name, BABY LOVE £55 Tel: 07510 265444 or 07510 265430

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CORNISH MINERALS FOR SALE Over 400 specimens to be sold - v reasonable pricing, discounts given. Price range varies tween £3 & £200 per specimen - is high quality colln. £10 Tel: 01872 865609

COUNTRY ARTIST hedgie collectible country artist hedgie, boxed never been used, name, together forever £30 Tel: 07510 265444 or 07510 265430

COUNTRY ARTIST HEDGIE Collectible country artist hedgie, boxed never been used, name, I don't gnome you. £30 Tel: 07510 265444 or 07510 265430

DART BOARD in wooden cabinet Dart board in wooden cabinet + 3 sets of darts £20 ovno Tel: 01637 877424

ELECTRIC POTTERY WHEEL, BLUNGER, HEAVY EXTRUDER.

Heavy duty wheel with blunger stainless steel tank and large hand extruder,

£1,100

Tel: 01736 810122

ELECTRONIC RECTIFIERS Silicon full wave bridge rectifiers (single phase), up to 250Vac input, 25Amps. 8 available - surplus to a project. Price each £2 Tel: 01872 864121

HIGH-Q VELLEMAN-KIT SET OF 610 RESISTORS: E12 SERIES 1/4W 5% K/RES-E12 Brand new in unopened box, surplus to requirements & all in perfect condition: £10 Tel: 01872 571630

HORNBY FLYING SCOTSMAN LTD EDITION LOCOMOTIVE IN WEATHERED APPEARANCE MINT UNUSED CONDITION NEVER BEEN OUT THE BOX £95 NO OFFERS £95 Tel: 01726 814711 or 07795280487

HORNBY TORNADO LOCOMOTIVE IN BLUE LIVERY WITH SOUND MINT BOXED AND UNUSED CONDITION NEVER BEEN OUT THE BOX £95 NO OFFERS £95 Tel: 01726 814711 or 07795280487

HOUSEHOLD items suitable for doing a car boot sale. All of it for £30 Tel: 01872 571630

LOTS OF books on royalty: Suitable for a collector or selling at car boot sales; all of them for: £30 Tel: 01872 571630

MAEVE BINCHY hardback books The Glass Lake, Quentins, Evening Class. Excellent condition. Can be sold individually. £15 ono Tel: 01872 242389

NEW & Unused Jump Lead 50 10PK in sealed packet: Ideal for use with plugblocks, terminated in hard pins at each end, contains 10 jumpers 50mm long. Surplus to requirements: £5 Tel: 01872 571630

NIKON TELESCOPE Nikon Fieldscope ED 20 - 45 in vgc. with cover and Silx Shogun adjustable tripod. Excellent for birdwatching etc. Tripod slightly faded. £100 ono Tel: 01326 378862 or 07766838942

OMIYA 8 x 40 Binoculars including carry case & in very good condition: £40 Tel: 01872 571630

RADIO VALVES Box of assorted old radio valves - both fullsize octal and smaller 7 and 9 pin types. £20 ono Tel: 01872 864121

Hobbies

ROCES INLINE SKATES in a size Uk 11 although they seem more like a 9 or a 10, red & black in colour, hardly used, perfect as new: £70 Tel: 01872 571630

SPECIAL AGENT MAIYA MEERKAT New in box with certificate. From smoke and pet free home. £20 Tel: 07752 721761 or 01736 756274

STAR WARS 3 LIFE SIZE CUT OUT Rare, large cardboard display cut-out advertising Star Wars 3 film. 6 ft. tall, 2.5 ft.wide. Folds flat. Shows Anakin, Padme, D.Vader, Palpatine etc £20 Tel: 01326 373606

WARHAMMER 40,000 Space Hulk game .This iconic game is in pristine condition & has never been used. It is all complete & models are still on sprues. £40 Tel: 01726 68214

Keep Fit & Gym Equipment

CROSS TRAINER Gold's Gym V8 Cross Trainer with manual. Very good condition. Digital display with hand pulse sensor. Excellent for home training. £95 ovno Tel: 07737 891598 or 07737891598

ELECTRICAL TREADMILL Evolution x Pulse electrical Treadmill in good condition with monitor, speaker, safety key, fast slow button, hand sensor, etc, buyer collects £50 Tel: 01326 574459

EXERCISE BIKE PRO-FORM350CSX

iFit-compatible fitness equipment, excellent condition. Array of features.

£150

Tel: 01872 571290

EXERCISE MACHINE Thor adjustable stepper professional with side rail supports £25 Tel: 01209 212858

LATERAL THIGH Trainer LTT lateral thigh trainer. Good condition. Ideal solution for home exercise when its raining or cold. £15 ovno Tel: 07737 891598 or 07737891598

NEW, DTX FITNESS LEG STRETCHER Heavy duty 'DTX Fitness', 3 bar leg stretcher. Brand new, unwanted gift. Martial arts, yoga, keep fit, gymnastics etc. Cost £25, will accept just £18 Tel: 01326 373606

PEDAL EXERCISER pedal exerciser as new £10 Tel: 01736 762416

PRO-FORM 575 Treadmill no longer needed. Works though display panel doesn't. A spring popped out while changing batteries. £50 ono Tel: 01326 318717

REEBOK STATIC bycycle premier series static bike good condition. Ideal for fitness or rehab. plug in and go £45 ono Tel: 07542 289160

ROWING MACHINE - BodyMax R60 Rowing machine. New condition. Hardly used. £80.00 ovno Tel: 07526 827275

STEP EXERCISER, adjusts to 2 positions. Very good condition. Photo online. £5 Tel: 01872 864121

TREADMILL YORK Fitness t202. Perfect working order. Genuine reason for disposal. Must be collected. Free to good home £1 Tel: 01872 501186

Knitting & Sewing

DRESSMAKERS DUMMIE adjustable with stand size 32-40 chest 25-32 waist 34-42 hip £65 Tel: 01209 212858

EMBROIDERY CROSS Stitch Canvas adjustable frame tabletop wooden Stand for tapestry etc. Frame 32" wide x 32" high vgc collect Mullion £9 Tel: 01326 240434

HOME KNITTING Machines Jones knitting m/c clean needles good condition +spares also swiss m/c good condition and full set of clean needles £20 £15 ono £20 ono Tel: 01637 877424

JANOME CXL301

Computerised Sewing Machine and current Janome model. Bought new to take to classes 18 months ago and in excellent order, genuine sale. The machine has a range of stitches including buttonholes. I'm including extra accessories of specially made Janome Extension table plus Janome walking foot. (note: my telephone has an announced call system so bear with when you ring)

£275 ovno

Tel: 01326 241745

Knitting & Sewing

KNITTING MACHINE Table in excellent condition. collect Mullion £20 Tel: 01326 240434

LIGHT GREEN UPHOLSTERY FABRIC 21 metres long and 56" wide. 100% cotton. Also suitable for soft furnishings. New on roll. £100 Tel: 01736 756274 or 07752721761

NEEDLE CRAFT need something fixed or made up like caravan covers or curtains ,I'm not expensive self taught photo added on line for example of my work nr truro £1 Tel: 07780 667716

Musical & Tuition

120 METERS Microphone cable 6 x 20 meters long Lynx Studio Quality 7mm mic cable on drum. XLR male/female connectors. Use as 6 lines stage/ studio multicore or use as singles £55 ovno Tel: 01209 719481

CAR STEREO sony see photo £30 ovno Tel: 07961 051606 or 01736786018

CD CABINET Upright wooden cabinet to hold over 200 CDs. Measures 37cm high and 30cm square. Already assembled. £20 ono Tel: 01326 564329

DELTA 1010LT PC Soundcards 2 x Delta PCI Sound cards, for recording on PC.10 lines in 10 line out.4 x XLR's 16 phonos + MIDI. £40 each or £70 the pair. High Quality Digital. £40 Tel: 01209 719481

ELECTRONIC KEYBOARD Acoustic Solutions mid electronic keyboard.61 keys. with adjustable stand,music stand,manual and adaptor(can also work using batteries) £80 Tel: 01209 216734

GUITAR AMP Suitable for beginners. Meridian Stage pro AK155 £15.00 Tel: 01736 731374

INSTRUMENTS FOR SALE

Violin, circa 1900, London made, new strings, case included £1650 ONO.

12 String Acoustic Guitar, good condition, new strings £150 ONO.

Marshall Amp, MG Series, 15CDR, £60 ONO

Owner relocating. Please call after 6pm

£0.01

Tel: 07940 754333

LA AUDIO MX2 Stereo Mic PreAmp Stereo Mic Pre Amp 1U. XLR/Jack inputs/outputs. 48v Phantom Power+ Phase +Pad etc. Quality unit with manuals & original box etc. Good condition. £60 ovno Tel: 01209 719481

ROB'S GUITARS
of Constantine near Falmouth
FANCY CHANGING YOUR GUITAR?
Amazing stock of Fenders GIBSON/TAYLOR/MARTIN ETC PLUS ALL OTHER LEADING BRANDS!
Part exchange welcome
CASH PAID FOR QUALITY GUITARS
OPEN 7 DAYS & EVENINGS
Phone 01326 - 341175 to view
www.robsguitars.co.uk
January sale now on

SOUNDLAB WIRELESS mic system Soundlab MR300 Wireless vocal mic system.VHF Diversity system Receiver.As new.Diversity+A/B Squelch+Channel 3+174.5MHZ frequency etc.No licence req. £34 ovno Tel: 01209 719481

STAGG 1/2 size guitar Beautiful pink dragonfly design. Brand new, unwanted gift. in original box. Must see. Bargain! lovely gift. £50 Tel: 07587 144212

Shooting & Fishing

AIR ARMS BEECH STOCK ONLY - Fits TX200 with raised cheek piece. The end has been Shortened in VGC £50.00 Tel: 01209 612600

BOPEDO 32OZ DCA lead fishing weights. Lozenge / Bomb. New. £2.40 each. More than 10 available. Pick-up from Redruth. each £2.40 ono Tel: 07931 592654

BROLLY OVERWRAP 50" camouflage fishing brolly overwrap. Good quality strong material, as new. £30 ono Tel: 07854 609004 or 01209 212126

JACK PIKE TROUSERS ETC TROUSERS MEDIUM SIZE OAK LEAF DESIGN PLUS CAMOFLAGED BALACLAVA AS NEW NOT USED IDEAL SHOOTING OR FISHING £12.50 Tel: 01726 814711 or 07795 280487

KORUM LATEX OVAL LANDING NET Equivalent size as a 36" triangular net.Fish-friendly latex mesh.Strong aluminium spreader block+frame.80cm (L)x68 cm (W).VGC £15 ovno Tel: 01726 83533

Shooting & Fishing

LARGE TARGET ON WOOD STAND Used once. 2 ft. x 2 ft. self-healing foam back, shooting/ archery target. Sits on a 5ft. high wooden frame. Cost £25, for quick sale just £15 Tel: 01326 373606

WANTED

FISHING TACKLE

Hardy, Farlows, Allcock etc. Rods, Reels, Flies, Lures, Fishing Bags or any related items.

Tel: 01237 423672 or 07969 459563

WEBLEY POINT 22 AIR RIFLE

With telescopic 4 x 32 sights, in fleece line carry bag, excellent condition.

£150

Tel: 01736 810325

Snooker & Pool

VINTAGE ONE piece snooker cue Horace Lindrum Champion cue inset badges on handle,16oz, 58" long,1lp 10mm. complete with Hard case. All good condition but cap on case is broke £85.00 Tel: 07788 893951

Sports Equipment

2 MONGOOSE BMX bikes 2 Mongoose BMX bikes in excellent condition £90 ovno each. enquire evenings only £90 ovno Tel: 01872 271709

BIKE TURBO trainer brand new turbo trainer , never been used £25 ono Tel: 01872 561308 or 07592876789

DART BOARD Winmau Dart Board full size in wooden cabinet, new £20 ovno Tel: 01736 762316

POOL TABLE Slate bed six foot pool table set to free play various size cues, set of balls and table cover. Good condition with some wear marks buyer to collect £99 Tel: 07952 615520

SHOOT GUN CABINET DOUBLE LOCKING SHOOT GUN CABINET PLUS BRAND NEW GUN CLEANING KIT IN CASE £100.00 ovno Tel: 07817 733383 or 01209214717

VINTAGE DUNLOP Squash racket Dunlop ALPHA wooden squash racket with cover and Teach Yourself Squash book. In good shape as you will be if you take up playing Squash. £15 ovno Tel: 01209 719481

Sportswear

CLIMATE COOL top New Balance long sleeved white climate control top. Never worn, still labelled. Size large. £10 ono Tel: 07837 900549

CLIMATE COOL top White Adidas sleeveless vest. Size medium. Never worn, still labelled. £8 ono Tel: 07837 900549

MEN WETSUIT, short arms size 52, fit me as lady size 12/14, neil pryde £25 ovno Tel: 01736 786018 or 07961051606

MEN'S CANADIAN ski pants, Bib style, never used, Pedsport Ski Pedigree, Canadian/UK size 44/36, blue. £50 Tel: 01872 275891 or 07713515305

MENS FOOTBALL BOOTS SIZE 7 MENS SIZE 7 FOOTBALL BOOTS AS NEW £6 Tel: 01209 890246

MENS FOOTBALL BOOTS SIZE 12 MENS SIZE 12 FOOTBALL BOOTS LIKE NEW £6 Tel: 01209 890246

THREE NEOPRENE tops Buy all three for £20, or take one for £8. £20 Tel: 01736 786018 or 07961051606

TWO PIECE thick wetsuit, red Medium, fits me well, size 12/14, neoprene, thick. guess it is a ladies £35 ovno Tel: 01736 786018 or 07961051606

Winter Sports

MANS SKI gear excellent condition salopetts boots Jacket St Day ring Alan for more info and prices £1 Tel: 07971 796436

MENS SKIWEAR complete outfit Jacket 42 navy/turq/pink, Navy salopettes 36W, Turq wool h/band/ear protector, 2 prs ski boot socks, Alpina goggles. Collect Falmouth. Could split. £40 ovno Tel: 01326 311651 or 07773142032

SKI CLOTHING Ladies turq down jacket size 10 £20, white ski trousers size 12, £15. Ladies purple/violet/turq jacket size 12 £20, purple thinsulate gloves £5 £90 ovno Tel: 01326 311651 or 07773142032

Winter Sports

SKI EQUIPMENT Salomon Sport size 9 boots £20, Bag £5. Dynamic 180cm skis with Salomen bindings £20, HD bag £5. Kompendell Cosmic 115cm poles £5. Collect Falmouth £55 ovno Tel: 01326 311651 or 07773142032

Winter Sports

SKI EQUIPMENT K2 skis 185cm, Tyrolia 690 bindings £20, HD travel bag £5. Cober 125cm poles £5. Collect Falmouth £30 ovno Tel: 01326 311651 or 07779220036

Personals

All adverts must be pre-booked using a credit card. Advertisers in this classification must provide a verified name and address. We reserve the right to refuse advertisements and undertake to forward information to the relevant authorities upon request.

24/7 Advertising for private and trade

SINGLES WANTED

IT'S AS EASY AS 123

1 JUST TEXT THE WORD JOIN TO 63222

2 FOLLOW THE INSTRUCTIONS WE SEND

3 GET DETAILS OF YOUR CLOSEST MATCH

All messages received £1.50. You may receive up to 4 messages for each message you send. Text STOP to 89990 to exit at any time Minimum 7 messages must be sent before contact details can be exchanged. This service is not computer generated. Messages are responded to by real service users. No meetings can be guaranteed. If arranging a meeting be sure to choose a public place & do not give personal details to people you have not met. Service provided by No Grats Ltd. Help: 020 30 of email support@jmedia.co.uk

IMPORTANT NOTICE

Whilst every effort is made to ensure motors advertisements are genuine, please exercise extra caution if the details of a car buying transaction appear unusual - for example if you are told that the vehicle is for sale overseas and is not available for inspection.

Do not make any payment or provide any personal details until you have seen the car in person at an address in the UK and are sure that the transaction is genuine.

DATE LOCALLY

Café

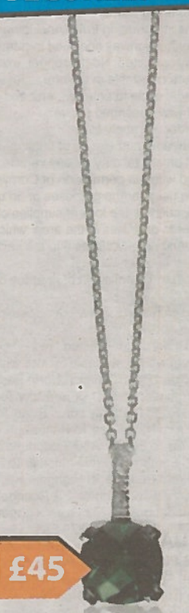
Drop in to see who is free for a date!

Members in the cafe now waiting to chat to you!

TEXT CAFE to 89990

Texts to 89990 cost £1.50 per msg. To STOP text stop to 89990 Service provided by JMediaUK Ltd RH16 3EG If you need HELP call us on 0207 720 7130

Self-serve it SECURELY



Sold £45

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Public Notices

24/7 Advertising for private and trade

Public Notices

highways england

A30 CHIVERTON TO CARLAND CROSS
PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION

Highways England is proposing to construct an 8.7-mile dual carriageway between Chiverton and Carland Cross alongside the existing A30. The proposed scheme is an Environmental Impact Assessment development.

In accordance with section 47 of the Planning Act 2008, we have published a Statement of Community Consultation (SoCC) which sets out how we will be consulting with the local community on the scheme and how they can get involved. You can view the SoCC and the other consultation materials on our project webpage www.highways.gov.uk/a30Chiverton or at a range of deposit locations.

The consultation will be held from Monday 29 January 2018 until Monday 12 March 2018.

Locations with consultation documents

All local libraries can be reached via the main switchboard by calling 0300 1234 111, emailing libraries@cornwall.gov.uk or visiting the Cornwall Council website https://www.cornwall.gov.uk/leisure-and-culture/libraries/your-local-library/

Location	Address	Opening times
Newquay Library	Marcus Hill Newquay TR7 1BD	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
Perranporth Library	Oddfellows Hall Ponsmere Road Perranporth TR6 0BW	Tues: 9.30am – 5pm Thurs: 1pm – 5pm Fri: 10am – 1pm Mon, Wed, Sat, Sun: Closed
Redruth Library	Clinton Road Redruth TR15 2QE	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
St Agnes Library	Trelawney Road St Agnes TR5 0TP	Mon: 9.30am – 5pm Wed: 1pm – 5pm Sat: 10am – 1pm Tues, Thurs, Fri, Sun: Closed
Truro, County Hall	Cornwall Council County Hall Treyew Road Truro TR1 3AY	Mon to Fri: 9am – 5pm
Truro Community Library	Union Place Truro TR1 1EP	Mon to Fri: 9.30am – 5pm Sat: 10.30am – 4pm Sun: Closed

During this period, you can also view the consultation materials (including plans, the consultation booklet, the Preliminary Environmental Information Report and the SoCC) as well as speak to a member of the project team and share your views, at the following events:

Friday 2 February 2018 – 2pm to 8pm
St Erme Community Centre, near Truro TR4 9AP

Wednesday 7 February 2018 – 2pm to 8pm
Blackwater Village Hall, Blackwater TR4 8ET

Thursday 8 February 2018 – 10am to 4pm
Perranporth Methodist Chapel, Boscawen Road, Perranporth TR6 0EW

Saturday 10 February 2018 – 11am to 5pm
New County Hall, Treyew Road, Truro TR1 3AY

Monday 12 February 2018 – 2pm to 8pm
Victory Hall, Indian Queens, St Columb TR9 6PP

Tuesday 13 February 2018 – 2pm to 8pm
Shortlanesend Village Hall, School Hill, Shortlanesend TR4 9DU

St Michael the Archangel Church, Newquay TR7 1RA, 2pm-8pm .

The materials will be available from 29 January until 12 March 2018. Paper copies of the consultation booklet, response form and Statement of Community Consultation are available on request free of charge. There may be a charge for paper copies of the other consultation materials.

For further details please email A30ChivertontoCarlandCross@highwaysengland.co.uk or call 0300 123 5000.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

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Diy & Tools

MOTOR CYCLE RACK/ WORKBENCH could be made om our Hospital Beds that rise fall. Raising funds for Heli Aid. ling for details. From £100 Tel: 1208 850543

DIY MATERIALS & TOOLS EING CLEARED, New & used, ased St Breward near Bodmin, aising money for Heli Aid. Items om: £1 Tel: 01208 850543

Fires, Heaters & Surrounds

ELECTRIC FIRES OF ARIOUS TYPES feature fires, onvector heaters and fan eaters, some new, some sed,all to be sold. Also have pare elements. Sold for Heli Aid. eaters from £5 Tel: 01208 50543

MANOR WALL MOUNTED LECTRIC HEATER, MODEL 037, Fuel effect and fan heater, lack glass fronted, gwo. Sold to ise funds for Heli Aid. £90 Tel: 1208 850543

STORAGE HEATER, 2.5kw in ood working order, sold in aid of eli Aid £95 Tel: 01208 50543

Home Appliances

HOBS, ELECTRIC, BUILT-IN, EFF large hob in stainless steel ith five sealed elements. Sold in d of Heli Aid the helicopter harity. Also have a ceramic hob vailable. Bodmin £70 Tel: 01208 50543

PAPER BAGS FOR MANY IFFERENT TYPES OF ACUUM CLEANERS, old as ell as new models, St Breward, ill post. Raising money for Heli id. From £1 Tel: 01208 50543

DISHWASHER, COMPACT, 4 LACE, Homark, fits into a orktop or in a cupboard. GWO, uaranteed. Raising money for eli Aid. £65 Tel: 01208 50543

TROUSER PRESS, LECTRIC, Model Corby 2200, ood working order. Sold to raise nds for Heli Aid the hellcopter harity. £75.00 Tel: 01208 50543

DYSON DC08 VACUUM LEANER gwo, just been erviced. Raising funds for Heli id of St Breward, Bodmin £70 el: 01208 850543

GEORGE 3 IN 1 WET/DRY ACUUM CLEANER, model VE370, in good working order. aising money for Heli Aid. £100 el: 01208 850543

CYLINDER VACUUM LEANER, good working order, aising money for Heli Aid. £12 el: 01208 850543

SPARES FOR WASHING ACHINE Lots of different akes, raising funds for Heli Aid, om £1 Tel: 01208 850543

VACUUM CLEANER, PRIGHT, BAGLESS, gwo, aising money for Heli Aid. £20 or 1208 850543

Household Miscellaneous

ALFRED MEAKIN 'THE AYRIDE' & 'THE REST' & 'THE NN' Dinner service, plates, aucers, dishes, jugs etc. plus ther designs. Sold for Heli Aid nd Airwatch. From each £5 Tel: 1208 850543

Kitchen Electrical Appliances

ICE MAKER WHIRLPOOL K20 (40 PARTS also Dishwasher arts. Raising money for Heli id. Spares from £3 Tel: 01208 50543

FREE LISTINGS
classifiedmarketplace.co.uk

Kitchens Furniture & Fitments

ROUND TABLE TOP, LAMINATED, light wood effect, TOP ONLY, approx. 36" diameter. Bodmin area. £10 Tel: 01208 850543

Lighting

BULBS, LAMPS, STRIPLIGHTS FLUORENCE LIGHTS GALORE. ALL SORTS OF FITTINGS & WATTAGES that are obsolete, including Infra Red. Will post. Sold for Heli Aid the helicopter charity £1 Tel: 01208 850543

LIGHTING FIXTURES & FITTINGS, for walls & ceilings, also shades, all vgc., sold for Heli-Aid the helicopter charity, from each £5 Tel: 01208 850543

FLOURESCENT LIGHTS WITH OR WITHOUT DIFFUSERS, 4FT-8FT LONG Raising money for Heli Aid. From £8 Tel: 01208 850543

LAMPS & SHADES GALORE Glass or fabric, different sizes/ colours, also wall lights all sold for Heli-Aid, the Heli Charity from each £2 Tel: 01208 850543

EMERGENCY LIGHTING AND OTHER LIGHTING, gwo,Raising money for Heli Aid. From £5 Tel: 01208 850543

Lounge & Conservatory Furniture

LONG STORAGE CABINET/ SIDEBOARD DARK VANEER WOOD, L:75" x H:30" x D:17" comprising 4 drawers & 2 cupboards. Raising funds for Heli Aid, helicopter charity, St Breward. £20 Tel: 01208 850543

OFFICE DESKS, CHOICE OF THREE, One all wood, one wood with metal legs and frame and other metal with rubber covered top suitable for workshop. Raising money for Heli Aid. From £18 ono Tel: 01208 850543

COMPUTER DESKS & OFFICE DESKS, Good condition, some with sliding keyboard shelf, W:68cms H75.5cms D:48cms Raising money for Heli Aid. Each £8 Tel: 01208 850543

PLANT STAND, DARK WOOD, Very good condition, fluted, i.e., vertical grooves, very attractive, can send picture. Raising funds for Heli Aid. £25 ono Tel: 01208 850543

in print, online and mobile

Timber & Building Materials

DOORS OF VARIOUS SIZES fully glazed, part or unglazed, patio, panelled, external & internal, prs, new/used, upvc or wood. Also need other doors. Sale for Heli Aid. From £15 Tel: 01208 850543

PINE TIMBER, EX-JOISTS 24ft long x 9" wide x 2.5" thick. Old & good, ideal for joists. No nails. Will cut. Also require old wood for projects. For Heli Aid. From per foot £3 Tel: 01208 850543

BRASS LETTERBOXES New, overall size 250mm x 77mm, surplus, 10 available, good quality, Raising money for Heli Aid. Each £5 Tel: 01208 850543

TV's

TV'S SEVERAL FROM 12-20 INCHES SCREEN, mains, all require digibox, all working, sold for Heli Aid the helicopter charity, from £10 Tel: 01208 850543

Sports & Hobbies
24/7 Advertising for private and trade

Bicycles & Accessories

TRACK BICYCLES, TWO, One Raleigh Marauder and the ther Mauve with frame shock bsorber, both with 22" wheels, pprox. 33" to saddle. Some rust. unds for Heli Aid. £20 Tel: 1208 850543

Hobbies

KETTLE ELEMENTS FOR BEER MAKING...AS WELL AS KETTLES etc., all types. Raising money for Heli Aid. £12 Tel: 01208 850543

SHEET MUSIC, OLD & NEW, WIDE RANGE OF MUSICAL TASTES INCL. RELIGIOUS Raising money for Heli Aid. From £2 Tel: 01208 850543

Musical & Tuition

TORBAY MUSIC Tuition Keyboard or Organ tuition in your own home. Music theory to GCSE/A level. Beginners to advanced. All age groups. Flexible lesson times to suit you. £20 Tel: 07974 040329

Water Sports

SAILBOARD REQUIRING A LITTLE ATTENTION. Neil Pride 365A Master Class £25 ono Tel: 01208 850543

BOOK ONLINE and save time

Wedding Directory
24/7 Advertising for private and trade

ADD YOUR PICTURE & SELL QUICK

Wedding Wear & Bridal Wear

RUBY & GOLD WEDDING GIFTS china, glassware, unused still in box. Ideal for gift. Sold for Heli Aid, the Helicopter Charity. From £5 Tel: 01208 850543

Public Notices
24/7 Advertising for private and trade

Public Notices

Town and Country Planning Environmental Impact Assessment Regulations 2017. Regulation 25: (Submission of Further Environmental Information in support of a planning application accompanied by an Environmental Statement)

Application Reference: DCC/4007/2017

Proposed development at **Westleigh Quarry, Burlescombe, Tiverton.**

I give notice that Aggregate Industries UK Limited has submitted further Environmental Information in support of its application for planning permission for **Section 73 application to vary the approved working scheme to extract an additional 600,000 tonnes.**

The date the application was originally made was on 18 July 2017

Members of the public may inspect a copy of the application, the plans and other documents submitted with it, in electronic format, at the Mid Devon District Council Offices (telephone 01884 255255) at Phoenix House, Phoenix Lane, Tiverton, EX16 6PP, or by prior appointment (please telephone 01392 381618) a hard copy can be inspected at Devon County Council, Development Management, Lucombe House, County Hall, Exeter, during all reasonable hours until **19 February 2018.**

Alternatively, the application can be viewed on the Devon County Council website at: https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4007/2017

Members of the public may obtain copies of the Regulation 25 information from Mr David Pitt, David Jarvis Associates Ltd, 1 Tennyson Street, Swindon Wiltshire, SN1 5DT, telephone 01793 612173, at a charge of £50 for a paper copy or £10 for a CD (including postage and packing).

Anyone who wishes to make representations on this application can submit their comments by pressing the **'Comment on this application'** button, whilst viewing the appropriate application, and completing our online form. If you are unable to submit your comments online please write to Devon County Council, Development Management, Lucombe House, County Hall, Exeter, EX2 4QD, giving your name and postal address **by 19 February 2018.** You should be aware that any comments made will be kept on public files.

Planning, Transportation and Environment, Devon County Council

Date: 18 January 2018

BOOKED ONLINE
your shed
SOLD £200
FREE for any item under £100, higher priced items just £10 when booked online. Excludes pets, motors and trade.
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cornwalllive.com & devonlive.com

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Sold £20
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Public Notices

highways england

A30 CHIVERTON TO CARLAND CROSS PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION

Highways England is proposing to construct an 8.7-mile dual carriageway between Chiverton and Carland Cross alongside the existing A30. The proposed scheme is an Environmental Impact Assessment development.

In accordance with section 47 of the Planning Act 2008, we have published a Statement of Community Consultation (SoCC) which sets out how we will be consulting with the local community on the scheme and how they can get involved. You can view the SoCC and the other consultation materials on our project webpage www.highways.gov.uk/a30Chiverton or at a range of deposit locations.

The consultation will be held from Monday 29 January 2018 until Monday 12 March 2018.

Locations with consultation documents

All local libraries can be reached via the main switchboard by calling 0300 1234 111, emailing libraries@cornwall.gov.uk or visiting the Cornwall Council website https://www.cornwall.gov.uk/leisure-and-culture/libraries/your-local-library/

Location	Address	Opening times
Newquay Library	Marcus Hill Newquay TR7 1BD	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
Perranporth Library	Oddfellows Hall Ponsmere Road Perranporth TR6 0BW	Tues: 9.30am – 5pm Thurs: 1pm – 5pm Fri: 10am – 1pm Mon, Wed, Sat, Sun: Closed
Redruth Library	Clinton Road Redruth TR15 2QE	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
St Agnes Library	Trelawney Road St Agnes TR5 0TP	Mon: 9.30am – 5pm Wed: 1pm – 5pm Sat: 10am – 1pm Tues, Thurs, Fri, Sun: Closed
Truro, County Hall	Cornwall Council County Hall Treyew Road Truro TR1 3AY	Mon to Fri: 9am – 5pm
Truro Community Library	Union Place Truro TR1 1EP	Mon to Fri: 9.30am – 5pm Sat: 10.30am – 4pm Sun: Closed

During this period, you can also view the consultation materials (including plans, the consultation booklet, the Preliminary Environmental Information Report and the SoCC) as well as speak to a member of the project team and share your views, at the following events:

Friday 2 February 2018 – 2pm to 8pm
St Erme Community Centre, near Truro TR4 9AP

Wednesday 7 February 2018 – 2pm to 8pm
Blackwater Village Hall, Blackwater TR4 8ET

Thursday 8 February 2018 – 10am to 4pm
Perranporth Methodist Chapel, Boscawen Road, Perranporth TR6 0EW

Saturday 10 February 2018 – 11am to 5pm
New County Hall, Treyew Road, Truro TR1 3AY

Monday 12 February 2018 – 2pm to 8pm
Victory Hall, Indian Queens, St Columb TR9 6PP

Tuesday 13 February 2018 – 2pm to 8pm
Shortlanesend Village Hall, School Hill, Shortlanesend TR4 9DU

St Michael the Archangel Church, Newquay TR7 1RA, 2pm-8pm

The materials will be available from 29 January until 12 March 2018. Paper copies of the consultation booklet, response form and Statement of Community Consultation are available on request free of charge. There may be a charge for paper copies of the other consultation materials.

For further details please email A30ChivertontoCarlandCross@highwaysengland.co.uk or call 0300 123 5000.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

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A30 CHIVERTON TO CARLAND CROSS
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The materials will be available from 29 January until 12 March 2018. Paper copies of the consultation booklet, response form and Statement of Community Consultation are available on request free of charge. There may be a charge for paper copies of the other consultation materials.

For further details please email A30ChivertontoCarlandCross@highwaysengland.co.uk or call 0300 123 5000.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

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Public Notices

highways england

Section 48 - Planning Act 2008
A30 Chiverton to Carland Cross
Notice publicising a proposed application for a Development Consent Order

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Notice is hereby given that **Highways England Company Limited** ("Highways England") of Bridge House, Walnut Tree Close, Guildford, GUI 4LZ proposes to make an application ("the Application") to the Secretary of State for Transport under Section 37 of the Planning Act 2008 for a Development Consent Order.

The Application is for the proposed A30 Chiverton to Carland Cross improvement scheme in Cornwall.

The scheme's main proposals in summary are:

- An 8.7 mile, high quality 70mph dual carriageway, connecting to the existing A30 dual carriageways at either end;
- The replacement of Chiverton Cross roundabout with a new, 2 level motorway style roundabout;
- A new, 2 level partial junction at Chybucca, with west-facing slip roads connecting to the new dual carriageway;
- Replacement of the existing roundabout at Carland Cross with a 2 level motorway style junction;
- New bridges and accesses across the new road and the old road; and
- Retention of the existing A30 including the construction of further local road to maintain connectivity.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from 29 January 2018 to 12 March 2018 in accordance with the Statement of Community Consultation (SoCC), which is available to view on our web page or at the deposit points listed below. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 29 January 2018 to 12 March 2018 at the following locations and times:

Locations with consultation documents

All local libraries can be reached via the main switchboard by calling 0300 1234 111, emailing libraries@cornwall.gov.uk or visiting the Cornwall Council website https://www.cornwall.gov.uk/leisure-and-culture/libraries/your-local-library/

Location	Address	Opening times
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Truro, County Hall	Cornwall Council County Hall, Treyew Road Truro TR1 3AY	Mon to Fri: 9am – 5pm
Truro Community Library	Union Place Truro TR1 1EP	Mon to Fri: 9.30am – 5pm Sat: 10.30am – 4pm Sun: Closed

Copies of the consultation materials will also be available online free of charge from 29 January 2018 at www.highways.gov.uk/a30Chiverton

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below:

- Email: A30ChivertontoCarlandCross@highwaysengland.co.uk
- Phone: 0300 123 5000
- Post: FREEPOST A30 C-CC

Paper copies of the consultation booklet, response form and Statement of Community Consultation will be supplied free of charge. A CD/DVD of these items together with scheme plans, the Preliminary Environmental Information Report and associated Non-Technical Summary will be supplied free of charge.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 29 January 2018 and 12 March 2018. A consultation feedback form is available as part of the consultation materials and online at www.highways.gov.uk/a30Chiverton. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

Online: www.highways.gov.uk/a30Chiverton
Email: A30ChivertontoCarlandCross@highwaysengland.co.uk
Post: FREEPOST A30 C-CC

Responses must be received no later than 12 March 2018 at 23:59pm.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Josh Hodder, Project Manager, Highways England, Thursday 18 January 2018

Legal Notices

ALBERT DAVID HALL
(Also known as Mike Hall)
Deceased

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of Rosemont Residential Home Ltd, 42 Yealm Road, Newton Ferrers, Plymouth, PL8 1BX, who died on 14/01/2018, must send written particulars to the address below by 26/03/2018, after which date the Estate will be distributed having regard only to claims and interests notified.
Coldham, Shield & Mace Solicitors LLP, 123-125 Station Road, Chingford, London, E4 6AG

VERA BLANCHE MILLMAN
(Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 172 Desborough Road Plymouth, who died on 27/12/2017, are required to send particulars thereof in writing to the undersigned Solicitors on or before 03/04/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
GARD & CO SOLICITORS
4 Bretonside Plymouth Devon PL4 0BY
(Ref: JG/MA/0349540005) 7520021

Licensing Notices

Notice of application to vary a Premises Licence under Section 34 of the Licensing Act 2003

Notice is hereby given that Bar Fever (Plymouth) Limited in respect of premises to be known as Fever & Boutique, Unit 2, Derrys Cross, Plymouth, PL1 2SW applied to Plymouth City Council for a Variation of a Premises Licence. The proposed variation is to seek approval of the changes to the ground floor only as shown on the plan submitted with the application to include: Ground floor to be split into two separate rooms, with a new acoustic wall and sound lobby dividing the area and existing bar slightly extended. New creation of DJ unit, dance floor and new bar created opposite existing one. Smoking area will be created to the front of the building. Kitchen to be removed creating additional ground floor toilets and seating areas. A new fire escape link will be formed to create a dedicated exit from the rear Fever room to the front exit 3. Existing stage area to be removed and replaced with dance floor and DJ booth. Any representations by an interested party or responsible authority regarding the above-mentioned application must be received in writing by Licensing Section, Plymouth City Council, Windsor House, Plymouth, PL6 5UF, no later than 20 February 2018 stating the grounds for objection. The register of Plymouth City Council and the record of the application may be inspected at the address of the council, given above, during normal business hours or on the council's website – www.plymouth.gov.uk
It is an offence knowingly or recklessly to make a false statement in connection with an application. The maximum fine for which a person is liable on summary conviction for the offence is unlimited.

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YOUR HOROSCOPE WITH Justin Toper

CAPRICORN DECEMBER 22 - JANUARY 20

Like many Capricorns, you want to have fun. Even though you may be condemned by some of your friends for being boring. The problem is not that you are unsociable. If anything, you could do something madly irresponsible today. Never mind. Try to remain under the radar if possible.

For weekly readings call 09036 5820 01 (75p/min + access charge)

AQUARIUS JANUARY 21 - FEBRUARY 19

Your confidence may have been dented recently. Both personally and professionally you can only learn from the experience. In one area alone you could be successful. Even though you dare not mention it to anyone else in case you blow your chances. Everyone knows, so that's useless.

For weekly readings call 09036 5820 02 (75p/min + access charge)

PISCES FEBRUARY 20 - MARCH 20

You may wish you hadn't shared certain information with friends. Maybe you should take a small break from social media today? There could be a meeting to attend at another venue where no one really knows you. In reality, what you are pursuing has a degree of impossibility about it.

For weekly readings call 09036 5820 03 (75p/min + access charge)

ARIES MARCH 21 - APRIL 20

No one likes to be rejected. Aside from the rejection and humiliation - and tempting though it is to gain revenge, you are encouraged not to get even today. Strange to relate, you could be a big hit with someone who hated you. This could change your life and prospects dramatically.

For weekly readings call 09036 5820 04 (75p/min + access charge)

TAURUS APRIL 21 - MAY 21

There should be some amazing news, and you cannot afford to laze around or ponder. More so, as time is particularly tight and you could miss the boat. Nor should you resist an opportunity to visit someone, just to see what might happen. No doubt your imagination will run riot.

For weekly readings call 09036 5820 05 (75p/min + access charge)

GEMINI MAY 22 - JUNE 21

As you know, money doesn't come from a hole in the wall. More could be swallowed up today. Even so, Jupiter in Scorpio denotes that you could be a star in the workplace. The rewards will follow. Also your personal life is hotting up, to stop you becoming too bored.

For weekly readings call 09036 5820 06 (75p/min + access charge)

CANCER JUNE 22 - JULY 22

No doubt, somebody will continue to pour out their love and affection. You're not sure if it is better to ignore them, as all hell seems to have broken loose. Stupidly, you may agree to a proposal today. Money is yet to be mentioned. Nor have contracts been drawn up.

For weekly readings call 09036 5820 07 (75p/min + access charge)

LEO JULY 23 - AUGUST 22

You may be told to stop being lazy. However, due to an amazing link between Mercury and Jupiter in Scorpio, you could be rather busy putting the finishing touches on a move. And it can't come sooner. After which, you should be lavishing your attention on someone who's coming home.

For weekly readings call 09036 5820 08 (75p/min + access charge)

VIRGO AUGUST 23 - SEPTEMBER 22

You may have been caused some emotional distress. At the very least, you should have ended the conversation. But here we go again. However, you are obviously having fun, so why not? This should be a day of amazing responses. Don't be surprised if you hear a bit of gossip too.

For weekly readings call 09036 5820 09 (75p/min + access charge)

LIBRA SEPTEMBER 23 - OCTOBER 23

You may lead a modest existence, or have inexpensive tastes. However, you should manage to justify the cost of something that is hardly a necessity. Both property and interests are also starred today. After that, Mars enters Sagittarius, and the urge to get away may be hard to resist.

For weekly readings call 09036 5820 10 (75p/min + access charge)

SCORPIO OCTOBER 24 - NOVEMBER 22

You may be thinking of what to do next. However, with Mercury well aspected by Jupiter in Scorpio, you should be excited about this latest plan or project. In retrospect, it's not exactly the best idea unless you are committed. Your brain and you mouth are not in sync today.

For weekly readings call 09036 5820 11 (75p/min + access charge)

SAGITTARIUS NOVEMBER 23 - DECEMBER 21

At last a deal should take place. Though you could be confused about the amount of money you are getting. You can only estimate today. As for a private matter, you are still waiting for an explanation. However, with Mars about to enter Sagittarius, you have run out patience.

For weekly readings call 09036 5820 12 (75p/min + access charge)

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Appendix D8 Statement of Community Consultation Compliance Table

Paragraph of the published Statement of Community Consultation (SoCC)	Commitment made in the published SoCC	Highways England compliance with the published SoCC
5.1.2	Statutory consultation under the Planning Act 2008 will take place between 29 January and 12 March 2018.	Statutory consultation took place between 29 January and 12 March 2018. The dates were advertised on consultation documents including in the published Statement of Community Consultation and consultees were advised of the consultation closing date in letters, emails, and the publicity of the consultation via section 47 and section 48 notices.
5.1.3	During the consultation we will provide information on various topics including: • The alignment of the main dual carriageway; • Junction layouts; • Preliminary environmental assessments and potential environmental impacts; • Preliminary environmental mitigation measures; • Arrangements for the construction stage of the scheme; and • Arrangements to mitigate the severance of any communities, farms, or businesses.	This information was included in the suite of consultation documents published as part of the statutory consultation.
5.1.4	As the scheme is an EIA development, we are publishing a Preliminary Environmental Information Report (PEIR) as part of the consultation material. This gives preliminary information about how each EIA topic is being assessed, the potential environmental effects of the scheme and the measures currently proposed to reduce those effects, so to assist well-informed responses to the consultation.	The Preliminary Environmental Information Report was published as part of the statutory consultation.
6.1.1	We have engaged with Cornwall Council and local councillors through attendance at Council meetings prior to the consultation to promote awareness of the consultation.	Highways England attended a number of Cornwall Council meetings prior to the statutory consultation. These included a stakeholder preview event on 29 January 2018 at County Hall, Truro to which all Cornwall Council members were invited
6.1.1	We have also formally consulted Cornwall Council about arrangements for the consultation as required by the Section 47.	As detailed in Chapter 5 of the Consultation Report, Highways England engaged with Cornwall Council throughout the development of the SoCC, including through formal consultation, having regard to the comments Cornwall Council made on the draft SoCC ahead of its final publication.

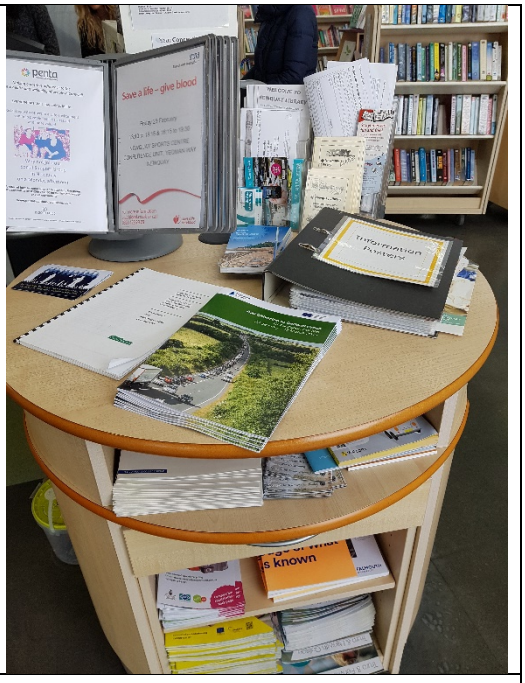
6.1.2	We will also promote the consultation in a number of different ways, including:	The consultation was promoted in a number of different ways.
6.1.2	Writing to all residential and business addresses within at least 1.5km of the proposed route. These addresses will be drawn from the Royal Mail database	We wrote to all residential and business addresses within at least 1.5km of the proposed route. A map showing the mail drop zone can be found at **Appendix H1** of the Consultation Report. The letter sent to the mail drop is provided at **Appendix H2** of the Consultation Report..
6.1.2	Advertising in local and regional press outlets in advance of the consultation	A notice publicising the Statement of Community Consultation pursuant to section 47(6) of the Act was published in the West Briton and Western Morning News newspapers on Thursday 18 January 2018 and Thursday 25 January 2018. This notice provided details of the consultation events, where to access consultation materials and the dates of the consultation period. The notice is provided in **Appendix D6** and scans of the notice in newspapers is provided in **Appendix D7** of the Consultation Report.
6.1.2	Sending emails to those who have previously expressed an interest in the scheme and provided us with an email address	An email was issued to people on 29 January 2018 who registered for updates on the A30 project page (www.highwaysengland.co.uk/A30Chiverton) or who had responded to previous stages of consultation/engagement and had provided an email address.
6.1.2	Sending letters and/or emails to elected representatives in the area including MPs, MEPs, and Cornwall Council members	The following MPs were sent correspondence about the consultation: Steve Double MP George Eustice MP Sheryll Murray MP Sarah Newton MP The following MEPs were sent correspondence about the consultation: William Legge MEP Ashley Fox MEP Julia Reid MEP Julie Girling MEP Clare Moody MEP Molly Scott Cato MEP All Cornwall Council members were sent emails about the consultation.
6.1.2	Sending letters and/or emails to local community groups and organisations who we are aware are active in the area and for whom we have contact details	During the build up to the consultation Highways England engaged with a number of community groups and other organisations in the vicinity of the scheme. A list can be found at **Appendix E2** of the Consultation Report. This engagement was extended in our hard-to-reach activity, the details of which are provided in **Appendix K** and explained in Chapter 6 of the Consultation Report.

6.1.2	Providing information about the consultation on our website: www.highways.gov.uk/a30Chiverton	Information on the consultation went live on the project website on 29 January 2018.
6.1.2	Issuing press notices to local press. This will be done once at the start of consultation and once later in the consultation to encourage people to get involved. Media outlets sent the press will include: • Falmouth Packet • West Briton • Western Morning News • Pirate FM • Heart Cornwall • Cornwall Live • Newquay Voice • St Austell Voice	Three press notices were issued as part of the consultation as below: 19 January 2018 – https://www.gov.uk/government/news/plans-to-upgrade-the-a30-in-cornwall-to-go-on-public-display 29 January 2018 – https://www.gov.uk/government/news/plans-to-upgrade-the-a30-in-cornwall-go-on-public-display 05 March Available at **Appendix O** of the Consultation Report. 21 March https://www.gov.uk/government/news/great-response-to-the-a30-chiverton-to-carland-cross-consultation All four press releases were issued to the publications outlined in the SoCC and are provided in **Appendix O** of the Consultation report.
6.1.2	Using Twitter, @HighwaysSWEST to send out updates during the consultation period. Please note, feedback will not be accepted through social media.	A list of the tweets posted regarding the consultation can be found at **Appendix Q** of the Consultation Report.
7.1.1	The suite of consultation documents will include:	N/A
7.1.1	A consultation booklet giving a summary of the proposals including the potential benefits and impacts of the scheme, and how we propose to mitigate against potential impacts	A consultation booklet was published as part of the consultation. It can be found at **Appendix L1** of the Consultation Report.
7.1.1	A response form in order to collect responses to the consultation (available in hard copy and online)	A response form was available as part of the consultation. A copy of the hard copy version can be found at **Appendix L2** of the Consultation Report.. An online version was available via the project website. The hard copy and online version asked the same questions.

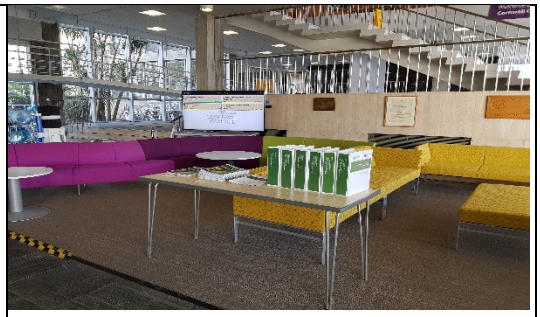
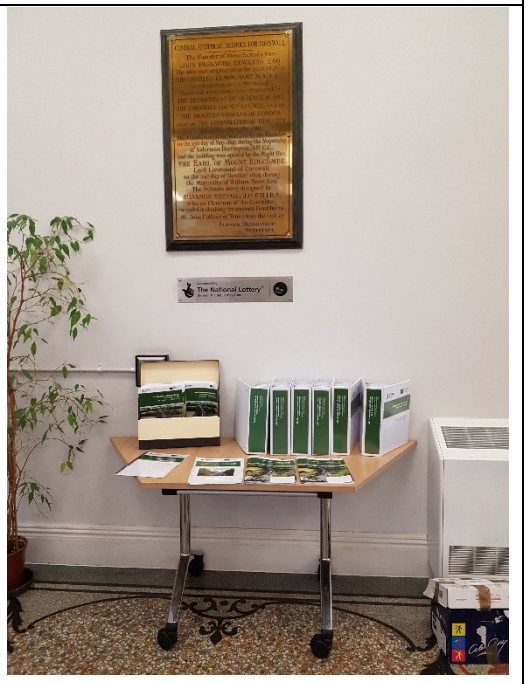
7.1.1	A Preliminary Environmental Information Report (PEIR); containing preliminary information on the likely environmental effects of our proposals as we have ascertained them so far, including noise, transport and air quality, and how we propose to minimise these effects, as well as how we propose to maximise the benefits of the scheme – this will include a non-technical summary of the PEIR	Below is a link to the PEIR published as part of the consultation: PEIR: https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting_documents/Preliminary%20Environmental%20Information%20Report.pdf Below is a link to the Non-technical summary of the PEIR: Non-technical summary: https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting_documents/Preliminary%20Environmental%20Information%20%20NonTechnical%20Summary.pdf These documents were available via the project website and in hard copy at information points, at consultation events and on request.

7.1.1	A map of the route	Four maps of the route were made available as part of the consultation. They can be found at the links below: Map – Scheme overview: https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting_documents/Scheme%20Overview%20Plan.pdf Map – Section A: https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting_documents/Map%20%20Section%20A%20%20updated.pdf Map – Section B: https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting_documents/Map%20%20Section%20B%20%20updated.pdf Map – Section C: https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting_documents/Map%20%20Section%20C%20%20updated.pdf These documents were available on the project website and in hard copy as part of the Consultation Booklet which was available at information points, at consultation events and on request. They are provided in **Appendix L4** of the Consultation Report.
7.1.1	A set of plans of the scheme	A set of engineering and redline boundary plans was made available as part of the consultation. These documents were available via the project website (https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting_documents/Engineering%20and%20Proposed%20Red%20Line%20Boundary.pdf) and in hard copy at information points, at consultation events and on request. They are provided in **Appendix L5** of the Consultation Report.

7.1.1	A notice of application	The s48 notice was published as part of the consultation. It was published in The Times, London Gazette, The West Briton and The Western Morning News, as detailed in the Consultation Report. It was also available via the project website at https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting_documents/Section%2048.pdf. A copy of the section 48 notice and scans of the notice in the newspaper are provided in **Appendix R1 and R2** of the Consultation Report.
7.1.1	This Statement of Community Consultation	The Statement of Community Consultation (SoCC) was published prior to the consultation. An advert advising of the SoCC publication and the consultation was published in the West Briton and Western Morning News, as detailed in the consultation report. The SoCC was available via the project website and in hard copy at information points listed in the SoCC.
8.1.1	The consultation documents will be made available in the following ways:	N/A
8.1.1	Published on our website, www.highways.gov.uk/a30Chiverton, for the duration of the consultation, 29 January to 12 March 2018	All project documents were available via the project website. They documents were made available on 29 January 2018.
8.1.1	Printed copies will be available at consultation events to review and copies of the feedback form and consultation booklet will be available to take away at the consultation events.	Printed copies were made available at consultation events to review and copies of the feedback form and consultation booklet were available to take away at the consultation events.
8.1.1	Copies of all consultation documents will also be placed in the locations listed in the table below, for review, for the duration of the consultation period.	Copies of all consultation documents were placed in the locations listed in the table in the SoCC, for review, for the duration of the consultation period. Photos of the documents in situ can be found below:

8.1.1	Newquay Library	
8.1.1	Perranporth Library	

8.1.1	Redruth Library	
8.1.1	St Agnes Library	

8.1.1	Truro County Hall	
8.1.1	Truro Community Library	
8.1.1	We will check, by telephone, on a regular basis that the full suite of consultation documentation remains available and intact at each of these locations.	The project team called and visited the information points throughout the consultation. Where stocks of Consultation Booklets and Feedback Forms were low, these were replenished.
8.1.1	Paper copies of the consultation booklet, response form and Statement of Community Consultation will be supplied free of charge. A CD/DVD of these items together with scheme plans, the Preliminary Environmental Information Report and associated Non-Technical Summary will be supplied free of charge.	When stock at the information points was low copies of documents were provided to the venue.
9.1.1	During the consultation period we will hold a series of events, which anyone who is interested in the scheme can attend, read the consultation documents, see visual displays of our proposals, talk to our professional team, and leave feedback. These events will be staffed by members of the Highways England team and their professional advisors.	In addition to the events a virtual consultation event was made available during the consultation. This gave people the opportunity to experience the consultation without having to attend in person: http://westdigital.arup.com/A30PublicConsultation/StErme/index.html
9.1.1	St Erme Community Centre Blackwater Village Hall	All the consultation events took place in the venues identified.

	Perranporth Methodist Chapel Cornwall Council, County Hall Victory Hall, Indian Queens Shortlanesend Village Hall St Michael the Archangel	Following publication of the SoCC it was identified that the postcode printed in the SoCC for Perranporth Methodist Chapel could be confusing. It was correct when people searched for the Chapel using Google and Google Maps, but did not give the correct location when search on its own. This issue has now been rectified by Google. To address any confusion posters were placed at the location of the incorrect postcode to redirect them to the location of the Chapel. A copy of the poster can be found at **Appendix S** of the Consultation Report. It was highlighted after the consultation that there was a discrepancy between the SoCC, the consultation website and the section 47 notice regarding the postcode of St. Erme Community Centre. The incorrect postcode was still within the vicinity of the well-known community centre venue. The section 47 notice directed readers to the SoCC for further information. As such, it was not considered that this would impede any consultees ability to attend the event.
10.1.1	There are various ways that you can respond to the consultation.	As detailed below, responses to the consultation could be provided by freepost, online via feedback form and by email.
10.1.1	By post: feedback forms and any other consultation responses can be posted to: FREEPOST A30 C-CC	The Freepost address was provided on the consultation booklet, feedback form and online.
10.1.1	Online: A copy of the feedback form will be available to fill in on our website, www.highways.gov.uk/a30Chiverton	A link to the online survey was available via the consultation website: https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/ A link to the statutory consultation website was also provided on the Highways England project page: https://highwaysengland.co.uk/projects/a30-carland-cross-to-chiverton/.
10.1.1	By email: Consultation responses can be emailed to: A30ChivertontoCarlandCross@highwaysengland.co.uk	The email address was provided in the consultation booklet, Feedback Form and online.
10.1.2	At the consultation events: Feedback Forms will be available at the consultation events referred to in Section 9 and can be left at the event or returned by post.	Feedback forms were available at all consultation events. A secure box was provided for people to deposit their forms at the event, and Freepost envelopes provided for those who wanted to send them by post.

10.1.3	We will provide an acknowledgement for consultation responses that include an email address or postal address.	Consultation responses received by email to A30ChivertontoCarlandCross@highwaysengland.co.uk were acknowledged via an email reply. Consultation responses received by the feedback form were automatically acknowledged by email upon submission of the form.
11.1.2	The contact telephone number and email address are prominent on all published material (including this SoCC) and enable individuals to contact the team with questions or requests	The contact details or links to contact details were available on all materials.
11.1.2	The consultation booklet and feedback form can be made available in alternative forms on request – large print, Braille, languages other than English	No requests for alternative formats were received during the consultation.
11.1.2	Information about the consultation is sent directly to addresses within at least 1.5km of the scheme	Letters were sent to all addresses within at least 1.5km of the scheme advising people of the consultation. A copy of the letter can be found at **Appendix H2** of the Consultation Report..
11.1.2	Representatives of 'hard to reach groups' will be contacted directly with details about the consultation.	Highways England researched and identified a wide range of hard to reach groups prior to the start of the consultation. Attempts were made to contact these groups to understand the best way to provide them and their members with consultation information. More details of the activities undertaken can be found at **Appendix K** of the Consultation Report.
11.1.3	For anyone with specific additional requirements in relation to consultation events, please email A30ChivertontoCarlandCross@highwaysengland.co.uk or call 0300 123 5000.	All requests were accommodated by the project team during the consultation.
12.1.2	An explanation of how comments received have shaped and influenced our proposals, including feedback received at the two previous stages of consultation, will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008.	This Consultation Report provides an explanation of how comments received have shaped and influenced the proposals.

Appendix E1 List of Section 42(1)(a) and 42(1)(b) Consultees

Relevant prescribed organisations consulted under section 42(a) of the Act

Organisation consulted with	Description under Schedule 1 APFP, column 1	Reason for inclusion (defined by Schedule 1 APFP, column 2)	Response Yes/No
The Health and Safety Executive	The Health and Safety Executive	All cases	Yes
NHS Kernow Clinical Commissioning Group	The National Health Service Commissioning Board and the relevant clinical commissioning group	The proposed scheme is an application likely to affect land in England	No
NHS England	The National Health Service Commissioning Board and the relevant clinical commissioning group	The proposed scheme is an application likely to affect land in England	No
Natural England	Natural England	The proposed scheme is an application likely to affect land in England	Yes
Historic England	Historic Buildings and Monuments Commission for England	The proposed scheme is an application likely to affect land in England	Yes
Cornwall Fire and Rescue Service	Relevant fire and rescue authority	All cases	Holding Response
Devon and Cornwall Police and Crime Commissioner	Relevant police authority	All cases	No
St Allen Parish Council	Parish Council	All cases	Yes
Perranzanbuloe Parish Council	Parish Council	All cases	Yes
St. Erme Parish Council	Parish Council	All cases	Yes
St. Newlyn Parish council	Parish Council	All cases	Yes
Kenwyn Parish Council	Parish Council	All cases	
St Agnes Parish Council	Parish Council	All cases	Yes
Environment Agency	Environment Agency	The proposed scheme is an application likely to affect land in England	Yes
Equality and Human Rights Commission	The Equality and Human Rights Commission	The proposed scheme is an application likely to affect land in England and Wales	Yes
Homes and Communities Agency	The Homes and Communities Agency	The proposed scheme is likely to have an effect on its areas of responsibility	No
Highways England	Highways Agency	The proposed scheme is likely to affect road or transport operation and/or planning on roads for which the	No

Organisation consulted with	Description under Schedule 1 APFP, column 1	Reason for inclusion (defined by Schedule 1 APFP, column 2)	Response Yes/No
		Secretary of State for Transport is the Highway Authority	
Cornwall Council, Highways Department	Relevant Highways Authority	The proposed scheme is likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	Yes
Disabled Persons Transport Advisory Committee	Disabled Persons Transport Advisory Committee	The proposed scheme is likely to affect access to transport for disabled people	No
Devon, Cornwall and Isles of Scilly Local Resilience Forum	Relevant local resilience forum	All cases	No
The Crown Estate	Crown Estate Commissioners	The scheme may have an impact on the Crown Estate, though no directly affected land has been identified	Holding Response
Public Health England	An executive agency of Department for Health	The scheme may involve chemicals, poisons, or radiation which could potentially cause harm to people and likely to affect significantly public health (though no direct effects of this nature have been identified)	Yes
Civil Aviation Authority	Civil Aviation Authority	The scheme may affect an airport or its current or future operation (though no direct effects of this nature have been identified)	No
The Forestry Commission	Forestry commission	The scheme may affect the protection or expansion of forests and woodlands in England or Scotland (though no direct effects of this nature have been identified)	No
Secretary of State for Defence	Ministry of Defence	The scheme may affect current or future operation of a site identified in a safeguarding map (though no direct effects	No

Organisation consulted with	Description under Schedule 1 APFP, column 1	Reason for inclusion (defined by Schedule 1 APFP, column 2)	Response Yes/No
		of this nature have been identified)	
Cornwall Area of Outstanding Natural Beauty Partnership	AONB Conservation Boards	The scheme may affect an AONB that is managed by a Conservation Board (though no direct effects of this nature have been identified)	Yes
NATS Holdings	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	Yes
Royal Mail Group	Relevant statutory undertaker	Universal service provider for post	Holding Response
Western Power Distribution (South West plc)	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	No
Scottish Power Renewables	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	Yes
South West Water	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	Yes
British Telecom Openreach	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	Holding Response
Vodafone	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	No
British Sky Broadcasting (Easynet)	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	No
Virgin Media	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	No
Global Crossing & Level 3 Communications (Instalcom)	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	Yes

Organisation consulted with	Description under Schedule 1 APFP, column 1	Reason for inclusion (defined by Schedule 1 APFP, column 2)	Response Yes/No
Verizon	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	Yes
CLH Pipeline System	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	No
Fisher German LLP (CLH Pipeline System)	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	No
Cluttons LLP - CTIL (mobile phone masts)	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	Yes
Renewable Energy Systems (Four Burrows Windfarm)	Relevant statutory undertaker	Assets which may be affected by the scheme are confirmed in the area.	Holding Response
Cadent Gas Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
Energetics Gas Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
Energy Assets Pipelines Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
ES Pipelines Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
ESP Connections Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
ESP Networks Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No

Organisation consulted with	Description under Schedule 1 APFP, column 1	Reason for inclusion (defined by Schedule 1 APFP, column 2)	Response Yes/No
Fulcrum Pipelines Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
Independent Pipelines Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
Quadrant Pipelines Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
GTC Pipelines Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
Indigo Pipelines Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
National Grid Gas Plc	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	Yes
Scotland Gas Networks PLC	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	Holding Response
Southern Gas Networks PLC	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	Yes
Wales and West Utilities Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	Yes
British Gas Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No

Organisation consulted with	Description under Schedule 1 APFP, column 1	Reason for inclusion (defined by Schedule 1 APFP, column 2)	Response Yes/No
Energetics Electricity Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
ESP Electricity Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
G2 Energy IDNO Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
Harlaxton Energy Networks Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
Peel Electricity Networks Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
The Electricity Network Company Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
Independent Power Networks Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
UK Power Distribution Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No
Utility Assets Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	Holding Response
Utility Distribution Networks Ltd	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No

Organisation consulted with	Description under Schedule 1 APFP, column 1	Reason for inclusion (defined by Schedule 1 APFP, column 2)	Response Yes/No
National Grid Electricity Transmission PLC	Relevant statutory undertaker	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	Yes
Defence Infrastructure Organisation (DIO)	Relevant statutory undertaker	Application may be likely to affect their functions as a statutory undertaker – equipment present	Yes
Arquiva	Relevant statutory undertaker	Application may be likely to affect their functions as a statutory undertaker – equipment present	No
Highways England Historic Railways Estate	Relevant statutory undertaker	Application may be likely to affect their functions as a statutory undertaker – equipment present	No
The Coal Authority	The Coal Authority	The scheme may lie within an area of past, present, or future coal mining (though no direct evidence of this has been identified)	No
Confederation of Passenger Transport	The Passenger's Council	The scheme is likely to affect road passenger transport services or facilities	No
The Maritime and Coastguard Agency	The Maritime and Coastguard Agency	The scheme is located within 10km of the coastal environment and subsequently is likely to affect the maritime or coastal environment, or the shipping industry	No
South Western Ambulance Service NHS Foundation Trust	The relevant NHS Foundation Trust	Identified by the Planning Inspectorate (Regulation 11 list provided with Scoping Opinion)	No

Non-prescribed consultee consulted under section 42 of the Act	Response Yes/No
Cornwall and Isles of Scilly Local Enterprise Partnership	Yes

Organisations consulted under section 42(b) of the Act

Organisation consulted with	Description	Response Yes/No
Torridge District Council	Section 43(a) local authority	Yes
West Devon Borough Council	Section 43(a) local authority	No
Plymouth City Council	Section 43(a) local authority	Holding Response
South Hams District Council	Section 43(a) local authority	No
Devon County Council	Section 43(d) local authority	No
Cornwall Council	Section 43(b) local authority	Yes

Appendix E2 List of Additional Organisations

Additional organisations notified of statutory consultation:

Organisation	Response Yes/No
Council of the Isles of Scilly	No
Chacewater Parish Council	No
Cubert Parish Council	No
Truro City Council	No
Ladock Parish Council	No
Crantock Parish Council	No
Associated British Ports (Plymouth)	No
Automobile Association	No
Bristol Airport	No
British Horse Society	Yes
British Motorcycling Federation	No
Camborne BID	No
Camborne Chamber of Commerce	No
Caravan and Motorhome Club	No
Confederation of British Industry (CBI) - South West	No
Cornish Pirates	No
Cornwall Airport Newquay	No
Cornwall Association of Tourist Attractions	No
Cornwall Butterfly Conservation Group	No
Cornwall Chamber of Commerce	Yes
Cornwall Countryside Access Forum	Yes
Cornwall Development Company	No
Cornwall Flying Club	No
Cornwall Ramblers Association	Yes
Cornwall Rural Community Charity	No
Cornwall Wildlife Trust	No
Country Landowners Association (CLA) - South West	No
Campaign to Protect Rural England (CPRE) Cornwall	Yes
Crealys	No
Cycleway A39	No
Cycling UK	No
DB Schenker and Freightliner	No
Devon and Cornwall Business Council	No
Eden Project	No
Engineering Employers Federation (EEF)	No
Exeter Airport	No
Falmouth BID	No
Falmouth Harbour Commissioners	No
Federation of Small Businesses (FSB)	No

First Kernow/First Group	No
Flambards	No
Four Burrows Hunt	No
Freight Transport Association	No
Hall for Cornwall	No
Hayle Chamber of Commerce	No
Institute of Directors (IoD)	No
Isles of Scilly Steamship Company	No
Kaolin and Ball Clay Association (KABCA)	No
Lands End Experience	No
Launceston Chamber of Commerce	No
Megabus	No
Newham BID	No
Newlyn Pier and Harbour Commissioners	No
Newquay BID	No
Penzance BID	No
Penzance Chamber of Commerce	No
Peoples Trust for Endangered Species	No
Port of Truro	No
Motorcycle Action Group	No
National Express	No
National Farmers Union (NFU)	Yes
RAC	No
Road Haulage Association, Midland and Western Region	No
Soil Association	No
St Austell Bay Chamber of Commerce	No
St Austell BID	No
St Ives BID	No
Sustrans	Yes
Tate St. Ives	No
The Milestone Society	Yes
The National Trust	No
Transport Focus	No
Truro BID	No
Truro Chamber of Commerce	No
Truro City Football Club	No
Truro Cycle Campaign Group	Yes
Visit Cornwall	No
Wadebridge Chamber of Commerce	No

Other additional organisations that responded to consultation:

Additional Organisations	Response Yes/No
A.G Prowse Ltd	Yes
Aggie Cycles	Yes
Apprica Ltd	Yes
Badcock Farming Services	Yes
Cuckoo Café	Yes
Greenlight PBS Ltd	Yes
Kool Box Trailers	Yes
MRH GB Limited	Yes
Perranzabuloe Parish Neighbourhood Development Plan – Steering Group	Yes
R.J Trevail Ltd	Yes
Richard Lander School	Yes
Riviera Produce and PE Simmons & Son Ltd	Yes
St Agnes Hotel	Yes
St Agnes Surgery	Yes
Sustainable St Agnes	Yes
Teagle Machinery Ltd	Yes
The Railway Inn Public House	Yes
The Woodland Trust	Yes
Transition Truro	Yes
Truro Cycling Club	Yes
Wheal Velocity Cycle Academy	Yes

Appendix E3 List of PILs

PIL ID	S42(1)(d) Category 1	S42(1)(d) Category 2	S42(1)(d) Category 3	Statutory Consultee under section 42(1)(a)
1	Y			
2	Y	Y		
3	Y		Y	
4	Y		Y	
5	Y		Y	
6	Y			
7	Y			
8	Y		Y	
9	Y		Y	
10	Y	Y		
11	Y			
12	Y		Y	
13	Y		Y	
14	Y		Y	
15	Y			
16	Y		Y	
17	Y	Y	Y	
18	Y	Y	Y	
19	Y			
20	Y			
21	Y			
22	Y		Y	
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24	Y			
25	Y			
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32	Y		Y	
33	Y		Y	
34	Y			
35	Y			
36	Y			
37	Y			
38	Y			
39	Y			
40	Y		Y	
41	Y			
42	Y			
43	Y			

44	Y			
45	Y			
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47	Y			
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49	Y			
50	Y			
51	Y			
52	Y			
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56	Y	Y	Y	
57	Y	Y	Y	
58	Y			
59	Y			
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129		Y		
130		Y		
131		Y	Y	

132		Y		
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136		Y		Y
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154			Y	
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156			Y	
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161			Y	
162			Y	
163			Y	
164			Y	
165			Y	
166			Y	
167			Y	
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193			Y	
194			Y	
195			Y	
196			Y	
197			Y	
198			Y	
199			Y	
200			Y	
201			Y	
202			Y	
203			Y	
204			Y	
205			Y	
206			Y	
207			Y	
208			Y	
209			Y	

Appendix F1 Consultee Letter Sent to S42(1)(a) and (b) Consultees

highways england

European Union
European Regional Development Fund

Josh Hodder
A30 Chiverton to Carland Cross
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

<recipient address>
<recipient address>
<recipient address>
<recipient address>
<recipient address>

29 January 2018

Dear <NAME>,

A30 CHIVERTON TO CARLAND CROSS DEVELOPMENT CONSENT ORDER – CONSULTATION UNDER SECTION 42 OF THE PLANNING ACT 2008.

This letter is to notify you, pursuant to section 42(a) of the Planning Act (2008) (the Act), that Highways England intends to make an application to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (DCO) for the construction of an 8.7-mile dual carriageway between Chiverton and Carland Cross (the scheme).

As you may be aware, Highways England have been developing and refining the plans for the scheme since 2014. During this time, we have sought the opinions of relevant organisations, landowners and the public, through the latest formal public consultation carried out in late 2016 and various engagement activities. You may have provided comments to us during this period.

Under the Act (and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, Highways England is required to undertake consultation with a prescribed list of bodies, host and neighbouring local authorities.

This statutory pre-application consultation period will take place between **29 January and 12 March 2018**. It is the final stage of consultation prior to submitting the application for a DCO to the Secretary of State.

In accordance with section 42 of the Act, we are inviting you to comment on the proposals during this consultation period. The following materials are available on the project website www.highways.gov.uk/a30Chiverton:.

- The Consultation booklet
- The Preliminary Environmental Information Report (PEIR)
- The Statement of Community Consultation
- Supporting plans

- Response form

The scheme is an Environmental Impact Assessment (EIA) development under the Infrastructure Planning (EIA) Regulations 2017 and therefore an Environmental Statement will accompany the application. A Preliminary Environmental Information Report (PEIR) forms part of the consultation materials on which you are invited to comment.

Paper copies of the consultation booklet, response form and Statement of Community Consultation are available on request free of charge. There may be a charge for paper copies of the other consultation materials. Please contact Highways England for further details. Hard copies of the consultation materials are also available free of charge at deposit locations along the route of the proposed scheme; details of deposit locations can be found on our project webpage.

Highways England will also be holding a number of consultation exhibitions in the area local to the scheme, where members of the project team will be available to discuss the proposals and answer questions about the scheme. The dates of which are as follows:

Location	**Date**	**Time**
St Erme Community Centre	Friday 2 February	2pm to 8pm
Blackwater Village Hall	Wednesday 7 February	2pm to 8pm
Perranporth Methodist Chapel	Thursday 8 February	10am to 4pm
Cornwall Council County Hall, Truro	Saturday 10 February	11am to 5pm
Indian Queens Victory Hall	Monday 12 February	2pm to 8pm
Shortlanesend Village Hall	Tuesday 14 February	2pm to 8pm
St Michaels Church, Newquay	Wednesday 15 February	2pm to 8pm

The deadline for all responses to consultation is 23.59 on Monday 12 March 2018.

Please note that all responses to the consultation will be made public. Your response will be considered by Highways England in advance of submission of the DCO application.

If you have any queries, please contact us via A30ChivertontoCarlandCross@highwaysengland.co.uk or by phoning **0300 123 5000**.

Yours faithfully

[redacted]

Josh Hodder
Project Manager

Appendix F2 Consultee Letter Sent to S42(1)(d) Category 1 and 2 Consultees

European Union
European Regional Development Fund

Josh Hodder
A30 Chiverton to Carland Cross
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

<recipient address>
<recipient address>
<recipient address>
<recipient address>
<recipient address>

29 January 2018

Dear <name>

A30 CHIVERTON TO CARLAND CROSS DEVELOPMENT CONSENT ORDER CONSULTATION UNDER SECTION 42 OF THE PLANNING ACT 2008.

This letter is to notify you that Highways England intends to make an application to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (DCO) for the construction of an 8.7-mile dual carriageway between Chiverton and Carland Cross (the scheme).

As you may be aware, Highways England have been developing and refining the plans for the scheme since 2014. During this time, we have sought the opinions of relevant organisations, landowners and the public, through the latest formal public consultation carried out in late 2016 and various engagement activities. You may have provided comments to us during this period.

Under the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, Highways England is required to undertake consultation with those that have an interest in the land affected by the application for a DCO.

This statutory pre-application consultation period will take place between **29 January and 12 March 2018**. It is the final stage of consultation prior to submitting the application for a DCO to the Secretary of State.

I am writing to you because we believe that you have a legal interest in land that may be affected by these proposals. This land is shown on the enclosed plan, which also shows the proposed scheme.

Your feedback on the proposals is very important to us and while you may have already had some contact with us regarding the scheme, we encourage you to provide formal

comments through the consultation process. Your response will be considered by Highways England in advance of submission of the DCO application.

The scheme is an Environmental Impact Assessment (EIA) development under the Infrastructure Planning (EIA) Regulations 2017 and therefore an Environmental Statement will accompany the application. A Preliminary Environmental Information Report (PEIR) forms part of the consultation materials on which you are invited to comment.

The deadline for all responses to consultation is 23.59 on Monday 12 March 2018.

As a person believed to have a legal interest in affected land, we would also like to invite you to meet with the Highways England Property and Consultation team for more detailed discussions. Please contact Michael Baker on 0117 240 1570 or at Michael.Baker@Arup.com to arrange an appointment with the team. You can let us know if you would like to discuss a specific issue, such as drainage, and we will try and make someone available at the meeting. The meeting locations and times are listed below:

Location	Date	Meeting Slots
Shortlanesend Village Hall	Thursday 22/02/2018	12 noon to 1.30pm 1.30pm to 3pm 4.30pm to 6pm 6.30pm to 8pm 8pm to 9.30pm
Perranporth Methodist Chapel	Friday 23/02/2018	8am to 9.30am 9.30am to 11am 11am to 12.30pm 1pm to 2.30pm 2.30pm to 4pm 4.30pm to 6pm

Furthermore, we welcome you to attend one of our public information events to meet the project team, ask questions and view more details of the scheme:

Location	Date	Time
St Erme Community Centre	Friday 2 February	2pm to 8pm
Blackwater Village Hall	Wednesday 7 February	2pm to 8pm
Perranporth Methodist Chapel	Thursday 8 February	10am to 4pm
Cornwall Council County Hall, Truro	Saturday 10 February	11am to 5pm
Indian Queens Victory Hall	Monday 12 February	2pm to 8pm
Shortlanesend Village Hall	Tuesday 14 February	2pm to 8pm
St Michaels Church, Newquay	Wednesday 15 February	2pm to 8pm

Information about the scheme can also be found on the project website at www.highways.gov.uk/A30Chiverton for the duration of the consultation period. The consultation materials, including the consultation booklet, the Preliminary Environmental

Information Report, the response form, the Statement of Community Consultation and the supporting plans, are available to view on the project website. Hard copies of the consultation materials are also available to view at deposit locations along the route of the proposed scheme; details of deposit locations can be found on our project webpage.

Paper copies of the consultation booklet, response form and Statement of Community Consultation are available on request free of charge. There may be a charge for paper copies of the other consultation materials. Please contact Highways England for further details.

If you have any queries, please contact us via A30ChivertontoCarlandCross@highwaysengland.co.uk or by calling **0300 123 5000**.

Yours faithfully

[redacted]

Josh Hodder
Project Manager

Enc.

Appendix F3 Consultee Letter Sent to S42(1)(d) Category 3 Consultees

Josh Hodder
A30 Chiverton to Carland Cross
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

<recipient address>
<recipient address>
<recipient address>
<recipient address>
<recipient address>

29 January 2018

Dear <name>

A30 CHIVERTON TO CARLAND CROSS DEVELOPMENT CONSENT ORDER CONSULTATION UNDER SECTION 42 OF THE PLANNING ACT 2008.

This letter is to notify you that Highways England intends to make an application to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (DCO) for the construction of an 8.7-mile dual carriageway between Chiverton and Carland Cross (the scheme).

As you may be aware, Highways England have been developing and refining the plans for the scheme since 2014. During this time, we have sought the opinions of relevant organisations, landowners and the public, through the latest formal public consultation carried out in late 2016 and various engagement activities. You may have provided comments to us during this period.

Under the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, Highways England is required to undertake consultation with Category 3 persons as defined by section 44 of the Planning Act 2008.

This statutory pre-application consultation period will take place between **29 January and 12 March 2018**. It is the final stage of consultation prior to submitting the application for a DCO to the Secretary of State.

I am writing to you because we believe that you may be entitled to make a claim after the proposed DCO has been granted, which makes you a Category 3 person under section 44 of the Planning Act 2008. We are taking a precautionary approach to identifying those who may be entitled to make such a claim, therefore consultation with you does not indicate that compensation will be paid later. Your feedback on the proposals is very important to us and while you may have already had some contact with us regarding the scheme, we encourage you to provide formal comments through the consultation process. Your response will be considered by Highways England in advance of submission of the DCO application.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

The scheme is an Environmental Impact Assessment (EIA) development under the Infrastructure Planning (EIA) Regulations 2017 and therefore an Environmental Statement will accompany the application. A Preliminary Environmental Information Report (PEIR) forms part of the consultation materials on which you are invited to comment.

The deadline for all responses to consultation is 23.59 on Monday 12 March 2018.

Information about the scheme can also be found on the project website at www.highways.gov.uk/A30Chiverton for the duration of the consultation period. The consultation materials, including the consultation booklet, the Preliminary Environmental Information Report, the response form, the Statement of Community Consultation and the supporting plans, are available to view on the project website. Hard copies of the consultation materials are also available to view at deposit locations along the route of the proposed scheme; details of deposit locations can be found on our project webpage.

Furthermore, we welcome you to attend one of our public information events to meet the project team, ask questions and view more details of the scheme:

Location	Date	Time
St Erme Community Centre	Friday 2 February	2pm to 8pm
Blackwater Village Hall	Wednesday 7 February	2pm to 8pm
Perranporth Methodist Chapel	Thursday 8 February	10am to 4pm
Cornwall Council County Hall, Truro	Saturday 10 February	11am to 5pm
Indian Queens Victory Hall	Monday 12 February	2pm to 8pm
Shortlanesend Village Hall	Tuesday 14 February	2pm to 8pm
St Michaels Church, Newquay	Wednesday 15 February	2pm to 8pm

Paper copies of the consultation booklet, response form and Statement of Community Consultation are available on request free of charge. There may be a charge for paper copies of the other consultation materials. Please contact Highways England for further details. If you have any queries, please contact us via A30ChivertontoCarlandCross@highwaysengland.co.uk or by calling **0300 123 5000**.

Yours faithfully

[redacted]

Josh Hodder
Project Manager

Appendix F4 Consultee Letter Sent to MPs and MEPs, Additional Organisations and Previous Respondents to Consultation.

European Union
European Regional Development Fund

Josh Hodder
A30 Chiverton to Carland Cross
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

<recipient address>
<recipient address>
<recipient address>
<recipient address>
<recipient address>

29 January 2018

Dear Sir/Madam,

Highways England Consultation - 29 January to 12 March 2018
A30 Chiverton to Carland Cross - Section 47 Planning Act 2008

This letter is to invite you to participate in the upcoming statutory consultation for the A30 Chiverton to Carland Cross improvement scheme, taking place between 29 January and 12 March 2018.

Project Background and Description

Highways England operates, maintains and improves England's motorways and major A-roads, known as the strategic road network. Our ambition is to ensure all our major roads are more dependable, durable, and most importantly, safe, enabling better journeys on better roads and improving our service to customers. In pursuit of that aim, we are delivering £15billion of investment on our network as described in the Government's Road Investment Strategy.

Highways England have been developing and refining the plans for the A30 Chiverton to Carland Cross scheme since 2014. Following the Preferred Route Announcement in July 2017, the design has been developed in anticipation of submitting an application for a Development Consent Order in late 2018.

The scheme involves the construction of an 8.7-mile section of new dual carriageway connecting to the existing A30 dual carriageway at either end. The existing A30 will be retained as a local route.

The scheme is an Environmental Impact Assessment (EIA) development under the Infrastructure Planning (EIA) Regulations 2017 and therefore an Environmental Statement will accompany the application. A Preliminary Environmental Information Report (PEIR) forms part of the consultation materials on which you are invited to comment.

Statutory Consultation

Highways England has engaged with relevant organisations, landowners and the public throughout the development of the scheme proposals, including the latest formal public consultation carried out in late 2016. You may have provided comment during this period.

This statutory pre-application consultation period will take place between **29 January and 12 March 2018**. It is the final stage of consultation prior to submitting the application for a DCO to the Secretary of State.

Highways England is seeking your views during the consultation period as we believe you may have an interest in the proposed scheme.

We are inviting you to comment on the proposals during this consultation period. The following materials are available on the project website www.highways.gov.uk/a30Chiverton. These are the materials on which HE are consulting and are provided to you through the above website as part of the statutory consultation.

- The Consultation booklet
- The Preliminary Environmental Information Report (PEIR)
- The Statement of Community Consultation
- Supporting plans
- Response form

Highways England will also be holding a number of consultation exhibitions in the area local to the scheme, where members of the project team will be available to discuss the proposals and answer questions about the scheme. The dates of which are as follows:

Location	Date	Time
St Erme Community Centre	Friday 2 February	2pm to 8pm
Blackwater Village Hall	Wednesday 7 February	2pm to 8pm
Perranporth Methodist Chapel	Thursday 8 February	10am to 4pm
Cornwall Council County Hall, Truro	Saturday 10 February	11am to 5pm
Indian Queens Victory Hall	Monday 12 February	2pm to 8pm
Shortlanesend Village Hall	Tuesday 14 February	2pm to 8pm
St Michaels Church, Newquay	Wednesday 15 February	2pm to 8pm

Paper copies of the consultation booklet, response form and Statement of Community Consultation are available on request free of charge. There may be a charge for paper copies of the other consultation materials. Please contact Highways England for further details. Hard copies of consultation materials are also available to view at deposit locations along the route of the proposed scheme; details of deposit locations can be found on our project webpage.

European Union
European Regional Development Fund

The deadline for all responses to consultation is 23.59 on Monday 12 March 2018.

Please note that all responses to the consultation will be made public. Your response will be considered by Highways England in advance of submission of the DCO application. If you have any queries, please contact us via A30ChivertontoCarlandCross@highwaysengland.co.uk or by calling **0300 123 5000**.

Yours faithfully

[redacted]

Josh Hodder
Project Manager

Appendix G1 Section 46 Notice letter from Highways England to The Planning Inspectorate (26 January 2018)

highways england

European Union
European Regional Development Fund

By email only

Josh Hodder
A30 Chiverton to Carland Cross
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

26 January 2018

Dear Susannah Guest,

NOTIFICATION UNDER SECTION 46 PLANNING ACT 2008
A30 Chiverton to Carland Cross Consultation - 29 January to 12 March 2018

Please treat this letter as notice under section 46 of the Planning Act 2008 (the Act) that Highways England intends to submit an application for an order granting development consent for the construction and operation of the A30 Chiverton to Carland Cross improvement scheme (the scheme).

The scheme will consist of:

- 8.7 mile high quality dual carriageway
- Replacement of Chiverton Cross with a 2 level junction
- A new 2 level partial junction at Chybucca with west facing slip roads
- Replacement of Carland Cross with a 2 level junction
- New accesses over and under the new and existing road
- The existing A30 is kept as a local road

The scheme is an Environmental Impact Assessment (EIA) development under the Infrastructure Planning (EIA) Regulations 2017 and therefore an Environmental Statement will accompany the application. A Preliminary Environmental Information Report (PEIR) forms part of the consultation materials.

The Statement of Community Consultation was made available on 18 January 2018 in accordance with section 47 (6) of the Act. A notice publicising where this statement can be inspected was published in two newspapers circulating in the vicinity of the land on 18 January 2018 and 25 January 2018. Notices pursuant to section 48 of the Planning Act 2008 have been published in two newspapers circulating in the London Gazette, and The Times national newspaper on 18 January 2018; this notices has been published in two newspapers circulating in the vicinity of the land on 18 and 25 January. Highways England will be undertaking statutory pre-application consultation between 29 January and 12 March 2018 prior to submitting the application for a Development Consent Order.

The following consultation materials are being provided to the Planning Inspectorate via the project website: www.highways.gov.uk/a30Chiverton. These will be available to view from 29 January 2018.

- The Consultation Booklet
- The Response Form

- The Preliminary Environmental Information Report (PEIR) including Non-Technical Summary
- Detailed plans of the proposals

These are the materials on which HE are consulting and are provided to the Planning Inspectorate on behalf of the Secretary of State in accordance with section 46 of the Act.

We would be grateful for your confirmation that this letter and the accompanying documentation fully satisfy the requirements of section 46 of the Act.

If you have any queries or require any additional information, please contact me on Josh.Hodder@highwaysengland.co.uk.

[redacted]

Josh Hodder
Project Manager

Appendix G2 Letter of Acknowledgement from the Planning Inspectorate to Highways England re: Section 46 (29 January 2018)

The Planning Inspectorate

National Infrastructure Planning
Temple Quay House
2 The Square
Bristol, BS1 6PN

Customer Services: 0303 444 5000
e-mail: A30ChivertontoCarlandCross@pins.gsi.gov.uk

Josh Hodder
Project Manager
Highways England
Temple Quay House
2 The Square
Bristol, BS1 6HA

Your Ref:

Our Ref: TR010026

Date: 29 January 2018

Dear Mr Roberts

Planning Act 2008 – Section 46

Proposed application by Highways England for an Order Granting Development Consent for the A30 Chiverton to Carland Cross Scheme

Acknowledgement of receipt of information concerning proposed application

Thank you for your letter of 26 January 2018 which explained that the following documentation would be available to access on 29 January 2018:

- Consultation booklet.
- Scheme overview map.
- Section A to C maps.
- Engineering and proposed redline boundary plan.
- Preliminary Environmental Information Report (PEIR).
- PEIR non-technical summary.
- Statement of Community Consultation.
- Section 47 notice.
- Section 48 notice.

I acknowledge that you have notified the Planning Inspectorate of the proposed application for an order granting development consent for the purposes of section 46 of the Planning Act 2008 (PA2008), and that you have supplied the information for consultation under section 42.

The following reference number has been given to the proposed application, which I would be grateful if you would use in subsequent communications:

TR010026

I will be your point of contact for this application. My contact details are at the end of this letter.

The role of the Planning Inspectorate in the application process is to provide independent and impartial advice about the procedures involved and to have open discussions with potential applicants, statutory bodies and others about the processes and requirements of the PA2008 process. It is important that you keep us accurately informed of your timetable and any changes that occur.

We will publish advice we give to you or other Interested Parties on our website and, if relevant, direct parties to you as the Applicant. We are happy to meet at key milestones and/ or provide advice as the case progresses through the Pre-application stage.

Once you have prepared draft documents we are able to provide technical advice, in particular on the draft Development Consent Order, Explanatory Memorandum, the Consultation Report and any draft Habitats Regulations Assessment Report. We suggest that you build time to take advantage of this service into your Pre-application timetable. For further details of this service please see our Pre-application Prospectus: https://infrastructure.planninginspectorate.gov.uk/application-process/pre-application-service-for-applicants/

Your attention is drawn to the Infrastructure Planning (Fees) Regulations 2010 (as amended) and associated guidance, which you will need to observe closely in establishing the correct fee to be submitted at the successive stages of the application process.

When seeking to meet your Pre-application obligations you should also be aware of your obligation under the Data Protection Act 1998 to process personal data fairly and lawfully.

If you have any further queries, please do not hesitate to contact me.

Yours sincerely

Richard Price

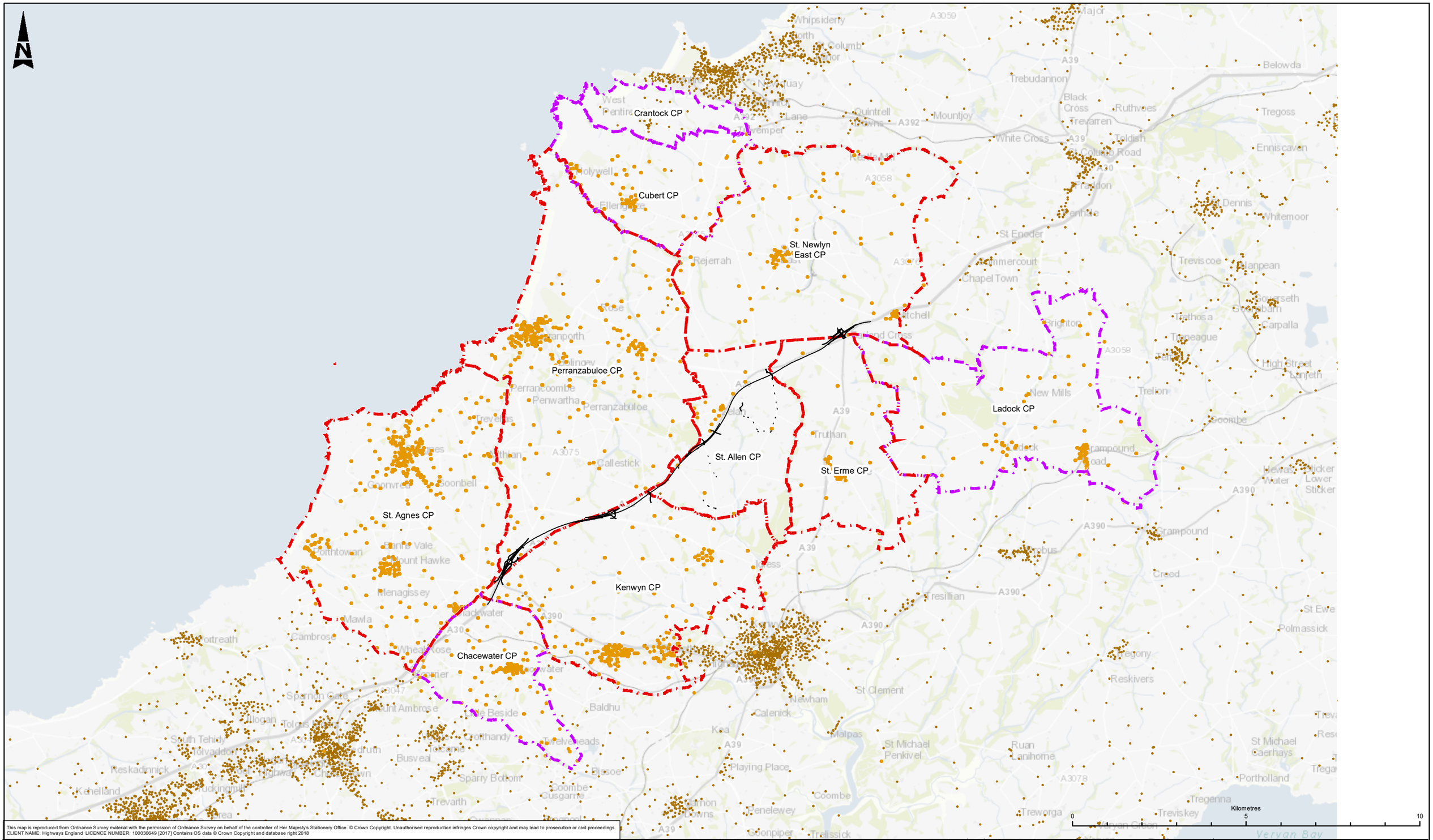
Richard Price
National Infrastructure Case Manager

The Planning Inspectorate, Temple Quay House, 2 The Square, Bristol BS1 6PN
Direct Line: 0303 444 5654
Helpline: 0303 444 5000
Email: richard.price@pins.gsi.gov.uk

Advice may be given about applying for an order granting development consent or making representations about an application (or a proposed application). This communication does not however constitute legal advice upon which you can rely and you should obtain your own legal advice and professional advice as required.

A record of the advice which is provided will be recorded on the National Infrastructure Planning website together with the name of the person or organisation who asked for the advice. The privacy of any other personal information will be protected in accordance with our Information Charter which you should view before sending information to the Planning Inspectorate.

Appendix H1 Postcode Mail Drop and Parish Council Boundary Map



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Highways England LICENCE NUMBER: 100030649 [2017] Contains OS data © Crown Copyright and database right 2018

LEGEND

- PREFERRED ROUTE ALIGNMENT
- STATUTORY CONSULTEE PARISH COUNCILS
- ADDITIONALLY CONSULTED PARISH COUNCILS
- POSTCODES CONSULTED
- ALL GB POSTCODES

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)

Construction
NONE

Maintenance / Cleaning
NONE

Use
NONE

Decommission / Demolition
NONE

Rev	Date	Description	By	Chk'd	App'd
P02	06/08/18	UPDATED SCALE	FH	MB	DG

Suitability: S4
Drawing Status: SUITABLE FOR STAGE APPROVAL

Designer: ARUP

Client: highways england

European Union
European Regional Development Fund

Project Title: A30 CHIVERTON TO CARLAND CROSS

Drawing Title: DISTRIBUTION OF PUBLIC CONSULTATION - PARISH BOUNDARIES AND POSTCODES PREFERRED ROUTE ALIGNMENT

Scale	Designed / Drawn	Checked	Approved	Authorised
1:100,000	FH	MB	DG	IM
Original Size	**Date**	**Date**	**Date**	**Date**
A3	06/08/18	06/08/18	06/08/18	06/08/18

Drawing Number: Project | Originator | Volume | Location | Type | Role | Number
HA551502-ARP-GEN-SW-DR-GX-000018

Revison: P02

Appendix H2 Consultee Letter to the Wider Public Mail Drop Zone

Josh Hodder
A30 Chiverton to Carland Cross
Highways England
2/07K Temple Quay House
2 The Square
Bristol
BS1 6HA

29 January 2018

<recipient address>
<recipient address>
<recipient address>
<recipient address>
<recipient address>

Dear Sir / Madam,

A30 Chiverton to Carland Cross Consultation - 29 January to 12 March 2018
Section 47 Planning Act 2008

Highways England operates, maintains and improves England's motorways and major A-roads, known as the strategic road network. Our ambition is to ensure all our major roads are more dependable, durable and, most importantly, safe, enabling better journeys on better roads and improving our service to customers. In pursuit of that aim, we are delivering £15billion of investment on our network as described in the Government's Road Investment Strategy.

What's this all about?

The A30 scheme is Highways England's proposal for the construction of an 8.7-mile dual carriageway between Chiverton and Carland Cross. In July last year, the Preferred Route was announced for the scheme, and since then we've been working on developing the design. We are now consulting on our proposed application to build the scheme and we want you to get involved and have your say.

Why is it needed?

The A30 links Cornwall with the rest of the UK via the M5 motorway at Exeter. This makes it vital for the county's economy, and the countless people who use it as part of their daily lives. But there is a problem. Although the A30 is a largely free-flowing dual carriageway all the way from Camborne to the M5 at Exeter, there is one section that has not yet been addressed. Despite previous attempts to upgrade it, the section between Chiverton and Carland Cross has remained single carriageway, causing congestion, delays, an increased risk of accidents, impacts on communities and businesses, and rat running through local villages.

What's the plan?

Our proposed solution is to build a new high quality, free-flowing dual carriageway between Chiverton and Carland Cross which would:

- Improve the quality of life, by diverting through traffic onto a new dual carriageway, while maintaining links between existing communities and businesses, keeping them connected boost growth across Cornwall, by making trips faster and safer, and arrival times easier to predict.
- Reduce congestion and delays for tourists, commuters and local businesses, eliminating rat-running traffic in local villages, making it easier and safer for people to reach local facilities like schools, shops and surgeries.

- Enhance and improve the surrounding environment, leaving a positive legacy for local people.

Highways England intends to make an application to the Secretary of State for Transport for a Development Consent Order (DCO) for the construction of the scheme. The scheme is an Environmental Impact Assessment (EIA) development under the Infrastructure Planning (EIA) Regulations 2017 and therefore an Environmental Statement will accompany the application. A Preliminary Environmental Information Report (PEIR) forms part of the consultation materials on which you are invited to comment.

How can you get involved?

We would like to know what you think about our proposed scheme so that we can consider your views and shape the details of our plans. To get involved you can:

- Visit the scheme website at *www.highways.gov.uk/A30Chiverton* to find more information, view the consultation materials and fill in a response form.
- Attend one of our public information events to meet the project team, ask questions and view more details of our proposed solution:

Location	Date	Time
St Erme Community Centre	Friday 2 February	2pm to 8pm
Blackwater Village Hall	Wednesday 7 February	2pm to 8pm
Perranporth Methodist Chapel	Thursday 8 February	10am to 4pm
Cornwall Council County Hall, Truro	Saturday 10 February	11am to 5pm
Indian Queens Victory Hall	Monday 12 February	2pm to 8pm
Shortlanesend Village Hall	Tuesday 13 February	2pm to 8pm
St Michaels Church, Newquay	Wednesday 14 February	2pm to 8pm

- Visit your local library to pick up a copy of the Consultation Booklet and view the other consultation materials including the PEIR.

Let us hear your views

The consultation runs from Monday 29 January until 23:59 on Monday 12 March, and is open to everyone. Your response will be considered by Highways England in advance of submission of the DCO application. Please note that all responses to the consultation will be made public. We look forward to hearing your views.

If you have any queries please contact us via A30ChivertontoCarlandCross@highwaysengland.co.uk or by calling **0300 123 5000**.

Yours faithfully

[redacted]

Josh Hodder
Project Manager

Appendix I Email to Elected Representatives

Internal email sent to 123 Cornwall Council elected members on behalf of Highways England.

“Highways England is developing proposals to deliver a major improvement scheme on the A30 between Chiverton and Carland Cross as part of a significant programme of investment in strategic roads in the south west.

We will be holding a statutory consultation on the proposals between 29 January 2018 and 12 March 2018. This is the statutory consultation before we submit a Development Consent Order (DCO) to the Planning Inspectorate.

Highways England is pleased to invite you to the consultation launch event on Monday 29 January where you will be able to view our proposal and meet members of the project team. The event is being held at the Long Gallery, County Hall, Truro between 14.30 and 16.30.

We will also be holding a number of public exhibition events during the consultation period which you would be more than welcome to visit. Further information about each event is provided at the bottom of this email.”

Appendix J Stakeholder Media Pack

A30 Chiverton to Carland Cross stakeholder pack

Introduction

This stakeholder pack is designed to be a resource for you to help share information about the A30 Chiverton to Carland Cross consultation that is taking place from 29 January – 12 March 2018.

Below you will find blocks of text that can be cut and pasted into newsletters, onto Facebook pages or similar, along with suggested tweets to use on Twitter, to help raise awareness of what is happening, why, and how you and others can get involved.

You will also find a link to a poster that can be downloaded and printed out, again to raise awareness of the consultation and how people can take part in them. Sharing information about the consultation will help to ensure that those people affected by the proposed road improvement have the opportunity to have their say.

Resources:

Printable posters

It is quick and easy to put up a poster in your workplace, shop window or on a noticeboard. If you would like to help raise awareness of the consultation in this way, please download a poster by clicking on the image below and print one out.

Photos

3D Visual of Carland Cross

Text block
Please mention the A30 Chiverton to Carland Cross consultation in your newsletter, e-bulletin, parish magazine, blog or website. This will help ensure as many people as possible are aware of it, and that everyone has the opportunity to have their say. Here's some suggested text:

A30 Chiverton to Carland Cross	Highways England is holding a consultation on their proposal to upgrade the A30 between Chiverton and Carland Cross to a high quality dual carriageway. This consultation runs from Monday 29 January until Monday 12 March 2018. If you use this road then make sure you take the opportunity to have your say. To find out more visit: www.highways.gov.uk/a30Chiverton

Twitter posts
@HighwaysSWEST is Highways England's official south west Twitter feed. We will tweet out various messages during the consultations – usually on the launch date, and at intervals thereafter - if you are able to re-tweet any of our messages that would be great.

If you are tweeting your own messages, please use the following hashtag:
#A30ChivertonImprovement

Some suggested wording for tweets can be found below for your convenience too.

A30 Chiverton to Carland Cross	Highways England is consulting on plans to improve the A30 between Chiverton and Carland Cross. Find out more & have your say at: www.highways.gov.uk/a30Chiverton

Facebook posts

A30 Chiverton to Carland Cross	Highways England is holding a consultation on their proposal to improve the A30 between Chiverton and Carland Cross to a high quality dual carriageway. If you use this road then make sure you take the opportunity to have your say. To find out more visit www.highways.gov.uk/a30Chiverton

A30 Chiverton to Carland Cross stakeholder pack

Introduction

Thanks for your continued support in sharing information about the A30 Chiverton to Carland Cross consultation, which is open until 12 March 2018.

Our consultation events are now over, but it is still vital to encourage everyone to have their say, even if they are in favour of the scheme and don't have specific comments, in order to a) ensure we have designed a road that is the best possible fit for the area; and b) secure permission to build the road.

Below you will find blocks of text that can be cut and pasted into newsletters, onto Facebook pages or similar, along with suggested tweets to use on Twitter, to help raise awareness of what is happening, why, and how you and others can get involved.

You will also find a link to a poster that can be downloaded and printed out, again to raise awareness of the consultation and how people can take part in them.

Sharing information about the consultation will help to ensure that those people affected by the proposed road improvement have the opportunity to have their say.

Resources:

Printable posters

It is quick and easy to put up a poster in your workplace, shop window or on a noticeboard. If you would like to help raise awareness of the consultation in this way, please find a copy of the poster attached to the email which you can print off.

Photos

3D Visual of Carland Cross

Text block
Please mention the A30 Chiverton to Carland Cross consultation in your newsletter, e-bulletin, parish magazine, blog or website. This will help ensure as many people as possible are aware of it, and that everyone has the opportunity to have their say. Here's some suggested text:

A30 Chiverton to Carland Cross	Highways England's consultation on their proposal to upgrade the A30 between Chiverton and Carland Cross to a high quality dual carriageway will **close** on Monday 12 March 2018. If you use this road, make sure you take the opportunity to have your say by then. To find out more, visit: www.highways.gov.uk/a30Chiverton

Social media posts

@HighwaysSWEST is Highways England's official south west Twitter feed. Please keep an eye out for any tweets about the A30, and re-share if possible.

If you are tweeting your own messages, please use the following hashtag: **#A30ChivertonImprovement**

Some suggested wording for social media can be found below for your convenience too.

A30 Chiverton to Carland Cross	Highways England is consulting on plans to improve the A30 between Chiverton and Carland Cross. Find out more & have your say at: www.highways.gov.uk/a30Chiverton
A30 Challenge Video	Not sure what Highways England's proposed improvement scheme from Chiverton to Carland Cross is all about? Watch this short video to find out more: http://bit.ly/2F0Ik1x. Have your say at: www.highways.gov.uk/a30Chiverton
Your A30 needs you!	Highways England's planned improvements on the A30 from Chiverton to Carland Cross are dependent on your feedback! If you're in favour of a new road providing better connectivity, take two minutes and have your say today at www.highways.gov.uk/a30Chiverton

A30 Chiverton improvements: visit a virtual consultation exhibition	Highways England's consultation on the A30 improvements from Chiverton to Carland Cross is still open, closing 12 March. Missed the events? Visit a virtual one to find out more and have your say today: http://bit.ly/2GLhJFe
A30 Chiverton Improvements: Objective 1 *Please visit the*	Highways England's proposed improvement scheme has six key objectives. The first is to reduce congestion: http://bit.ly/2BXzFxp Have your say at www.highways.gov.uk/a30Chiverton
A30 Chiverton Improvements: Objective 2	Highways England's proposed improvement scheme has six key objectives. The second is economic growth: http://bit.ly/2EZM5mY Have your say at www.highways.gov.uk/a30Chiverton
A30 Chiverton Improvements: Objective 3	Highways England's proposed improvement scheme has six key objectives. The third is to connect communities: http://bit.ly/2CpAP5G. Have your say at www.highways.gov.uk/a30Chiverton
A30 Chiverton Improvements: Objective 4	Highways England's proposed improvement scheme has six key objectives. The fourth is to improve safety: http://bit.ly/2oCKGMe. Have your say at www.highways.gov.uk/a30Chiverton
A30 Chiverton Improvements: Objective 5	Highways England's proposed improvement scheme has six key objectives. The fifth is to protect the environment: http://bit.ly/2t2mt7w. Have your say at www.highways.gov.uk/a30Chiverton
A30 Chiverton Improvements: Objective 6	Highways England's proposed improvement scheme has six key objectives. The sixth is to minimise disruption: http://bit.ly/2F8rZKr. Have your say at www.highways.gov.uk/a30Chiverton

Additional materials
Please find below a list of all materials appropriate for sharing on social media.

These are also available on the **A30 roads webpage:**
www.highways.gov.uk/A30Chiverton

Or the **A30 consultation webpage:**
highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/

A30 Chiverton to Carland Cross improvement scheme: virtual exhibition
https://my.matterport.com/show/?m=AWtR79uMvsK

A30 Chiverton to Carland Cross improvement scheme: challenge video
https://www.youtube.com/watch?v=amHDyybVC1s

A30 Chiverton to Carland Cross improvement scheme: objective one

A30 Chiverton to Carland Cross improvement scheme: objective two

A30 Chiverton to Carland Cross improvement scheme: objective three

A30 Chiverton to Carland Cross improvement scheme: objective four

A30 Chiverton to Carland Cross improvement scheme: objective five

A30 Chiverton to Carland Cross improvement scheme: objective six

Appendix K Hard to Reach Groups and Outcomes of Correspondence

Category	Organisation	Outcome
Isolated Communities	Cornwall Rural Community Charity	Unknown. Advised to send through an email to pass to correct person. Stakeholder pack sent but no confirmation that information was circulated.
	Penwith Community Development Trust (PCDT)	No. Based in Penzance (out of the remit) and their spring magazine is already in circulation.
	Cornwall Mobile Libraries	Yes. Agreed to help with posters and a few leaflets. Emailed with details. Posted 30 leaflets, 2 posters and 1 consultation booklet.
	Inclusion Cornwall	Yes. Agreed to send out to distribution list of 400 professionals (social/care workers, probabation officers etc), who will be happy to forward to their service users.
	North Carrick Community Bus	No answer (3 attempts made)
Without Broadband	Superfast Cornwall	No answer (3 attempts made)
	Libraries	Yes. Five libraries were deposit points in which all consultation documents were made available for the duration of consultation: Newquay Library, Perranporth Library, Redruth Library, St Agnes Library, Truro Community Library.
Young People	Truro & Penwith College (Truro Campus)	Yes. Agreed to post information on the student website.
	Cornwall Colleges Group	Yes. Agreed to circulate on several social media accounts.
	Young People Cornwall	Yes. Agreed to distribute materials to young people on appropriate programmes.
	Carefree Cornwall	Yes. Agreed to distribute materials to young people on appropriate programmes.
Older People	Age UK	Yes. Posted 1 poster and 1 consultation booklet and shared information online.
	Age UK Truro Day Centre	No answer (3 attempts made and no email address)
	Age UK Newquay Day Centre	Yes. Happy to accommodate leaflets and posters at the day centre. Posted 30 leaflets, 1 poster and 1 consultation booklet.

Category	Organisation	Outcome
	Tarrant House	No. Home for severely disabled people with no visitors so not applicable.
	Perran Bay	Yes. Agreed to display poster/leaflets to engage older visitors. Posted 30 leaflets, 1 poster and 1 consultation booklet.
Disabilities	disAbility Cornwall & Isles of Scilly	Yes. Offered to share information on social media.
	iSightcornwall	Yes. Agreed to forward information to members.
	Hearing Loss Cornwall	No. Believed the consultation was well publicised enough through the media and didn't think deaf people needed additional help accessing information.
	Green Light	Unknown. No response on phone so emailed
	Spectrum	Yes. Agreed to accommodate physical materials and post information on social media. Posted 30 leaflets and 1 consultation booklet.
Tourists/Visitors	Visit Cornwall	Yes. Agreed to circulate on social media and within industry newsletter.
	Visit Truro	Yes. Agreed to accommodate physical materials. Posted 30 leaflets and 1 consultation booklet.
	Perranporth Tourist Information	Yes. Agreed to accommodate leaflets and circulate information via email. Posted 30 leaflets and 1 consultation booklet.
Time Poor	Perranporth Children's Centre	Unknown. Emailed with stakeholder pack but no confirmation.
	Parent Carer Council for Cornwall	Yes. Agreed to include information on social media and within newsletter.
	Hurly Burly Nursery	Yes. Agreed to send out email to parents and accommodate physical materials. Posted 30 leaflets and 1 consultation booklet.
	Daisy Fays Nursery	No. Did not want to help.
	Family Information Service	No. Hold no database and couldn't think of any ways to help.
	Shortlanesend Community Primary School	No. Due to their proximity to the scheme, they were anxious about advertising the consultation as they believed

Category	Organisation	Outcome
		it could be seen as controversial for the parents opposed to the scheme.
	Blackwater Community Primary School	Yes. Happy to put information in their newsletter and accommodate leaflets. Posted 30 leaflets and 1 consultation booklet.
	St Newlyn East Primary School	Yes. Happy to put information in their newsletter and accommodate leaflets. Posted 30 leaflets and 1 consultation booklet.
	Goonhavern Primary School	Yes. Happy to put information in their newsletter and accommodate leaflets. Posted 30 leaflets and 1 consultation booklet.
	Mithian School (primary)	Yes. Happy to put information in their newsletter and accommodate leaflets. Posted 30 leaflets and 1 consultation booklet.
	St Agnes ACE Academy	Yes. Happy to put information in their newsletter and accommodate leaflets. Posted 30 leaflets and 1 consultation booklet.
	Chacewater Community Primary School.	Yes. Happy to put information in their newsletter and accommodate leaflets.
	Penair School (secondary)	Yes. Happy to accommodate physical materials and circulate information through newsletter and social media. Posted 10 leaflets and 1 consultation booklet.
	Newquay Tretherras School	Yes. Agreed to include information on social media and within newsletter.
	Richard Lander School	Unknown. Emailed with stakeholder pack but no confirmation.
	Truro School (primary-6th form)	Yes. Happy to circulate information to parents and 6th formers.
	Truro High School	Yes. Happy to output a school bulletin.
	Redruth School	Yes. Happy to circulate information.
	Treviglas College (secondary and college)	Unknown. Emailed with stakeholder pack but no confirmation.
Economically Challenged	Cornwall Rural Housing Association	Yes. Happy to forward materials digitally to their residents.

Category	Organisation	Outcome
	Cornwall Housing	Yes. Happy to forward materials digitally to their residents.
	DCH Housing (now Liverty)	Yes. Happy to forward materials digitally to their residents.
	Coastline Housing	Yes. Happy to promote on social media and accommodate physical materials. Posted 30 leaflets and 1 consultation booklet.
	Job Centre	Unknown. Emailed with stakeholder pack but no confirmation.
	Cornwall Foundation	Unknown. Emailed with stakeholder pack but no confirmation.
Ethnic Minorities	Devon and Cornwall Chinese Association	Unknown. Emailed with stakeholder pack but no confirmation.
	The Council for Racial Equality in Cornwall	Yes. Happy to forward materials digitally.
	TravellerSpace	Unknown. Emailed with stakeholder pack but no confirmation.
	South Asian Society Devon and Cornwall	No. The website is down and they do not appear to meet regularly.
LGBT	Rainbow Source (radio)	Yes. Happy to circulate to LGBT+ network (including Gay Outdoors)
	The Intercom Trust	No. Could not find the link between the project and the LGBT outlets he has access to. See above
Other relevant groups	Cornwall Libraries	Unknown. Emailed with stakeholder pack but no confirmation.
	The CHAOS Group	Yes. Happy to circulate on social media.
	Cornwall Chamber of Commerce	Yes. Happy to circulate on social media.
	My Cornwall	No. Couldn't get through.
	Cornwall Living	Yes. Happy to circulate on social media.
	Cornwall Information	No. Couldn't get through.
	Business Cornwall	Yes. Happy to circulate on social media.
	Coast FM	Yes. Happy to circulate on social media.
	St Erme Community Centre	Yes. Happy to circulate on social media.
Parish and town councils	St Newlyn East Parish Council	Yes. Happy to circulate on social media.

Category	Organisation	Outcome
	Crantock Parish Council	Yes. Happy to circulate on social media.
	St Agnes Parish Council	Yes. Happy to circulate informaiton on social media.
	Cubert Parish Council	Yes. Happy to circulate informaiton on social media.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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