

A30 Chiverton to Carland Cross Improvement Scheme Preliminary Environmental Information Report

Non-Technical Summary

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Non-Technical Summary

Introduction

Highways England has commissioned this Preliminary Environmental Information Report (PEIR) to be prepared as part of the Environmental Impact Assessment (EIA) consultation material for the A30 Chiverton to Carland Cross scheme (“the scheme”). The aim of this document is to set out to stakeholders, landowners and statutory environmental bodies how each EIA topic is being assessed, the potential environmental effects of the scheme (which may be predicted at this time) and the measures proposed to reduce those effects, to enable an informed response to the consultation.

It should be noted that the scheme design is currently being developed and environmental information is still being assembled and impacts are being identified. The information contained within this PEIR should be regarded as a preliminary account of the principal environmental issues. It details a number of uncertainties and assumptions, and may be subject to change as the EIA work progresses. The EIA will be detailed within the Environmental Statement (ES) which will be submitted as part of the Development Consent Order (DCO) application to the Planning Inspectorate in late summer / autumn 2018¹.

Objective of the scheme

The Government’s Road Investment Strategy: 2015 to 2020, published in 2014, 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.

Due to the low standard of the route, this section of the A30 experiences congestion and delays throughout the year, with poor journey time reliability. These problems are exacerbated in summer months, when traffic flows increase due to tourist traffic. The route is in need of improvement to meet Highways England’s objectives of maintaining the smooth flow of traffic, making the network safer and supporting economic growth.

The objectives for the scheme are to:

- contribute to regeneration and sustainable economic growth;
- support employment & residential development opportunities;
- improve the safety, operation & efficiency of the transport network;
- improve network reliability and reduce journey times;
- deliver capacity enhancements to the Strategic Road Network;
- support the use of sustainable modes of transport;
- deliver better environmental outcomes; and
- improve local and strategic connectivity.

Description of the scheme

The scheme comprises the construction of 8.7 miles of dual carriageway between Chiverton Cross roundabout and Carland Cross junction on the A30. The existing Chiverton Cross and Carland Cross roundabouts are to be replaced with new junctions to provide connections to the local highway network.

¹ A Development Consent Order is required for projects which are classified as Nationally Significant Infrastructure Projects under the Planning Act 2008 and The Infrastructure Planning (EIA) Regulations 2017.

To accommodate the new dual carriageway, the existing A30 will be retained to provide a local route. It will connect to a number of minor side roads leading to and from Truro to the south of the A30, and to and from Perranporth and Newquay to the north.

The scheme comprises the following main features:

- 70mph high quality dual carriageway to current standards.
- Connection to existing A30 Blackwater Bypass immediately west of the existing Chiverton Cross roundabout.
- Chiverton Cross - full movement 2 level junction, offset from the existing location to minimise disruption to the road user during construction.
- Chiverton to Chybucca - route is aligned as close to the existing A30 as geometric and other constraints permit.
- Chybucca - new restricted movement 2 level junction with bridge taking the B3284 over the new dual carriageway and west-facing slip-roads only providing access onto the dual carriageway from local routes. (The predicted traffic flows to and from the local roads to the east are insufficient to justify east-facing slip-roads).
- Chybucca – Twobarrows Bridge - route aligned as close to the existing A30 as geometric and other constraints permit. The existing B3284 will be realigned and extended to run parallel to the new dual carriageway adjoin the new bridge at Chybucca.
- Twobarrows Bridge – online section utilising the existing bridge
- Carland Cross – full movement 2 level compact junction with dumb-bell roundabouts, re-using the existing roundabout to the south
- Connection to the existing A30 Mitchell Bypass approximately 500m east of existing roundabout

- 4 other crossing points where local roads and private accesses cross the new road using under or over bridges, as well as 2 additional Non-Motorised User under bridges.
- 2 side roads across the new dual carriageway will be closed off, with alternative access via the existing local roads to the south.
- Retention of the existing A30 for local and slow moving agricultural traffic and Non-Motorised Users.
- Local improvements to minor roads in order to facilitate access to isolated properties.
- New private access roads to provide alternative access to those affected by the new dual carriageway.

Alternatives

Several potential alternative options for the improvement of the A30 between Chiverton Cross and Carland Cross have been considered and consulted on previously. The alternatives considered in previous studies have included different alignments for options within and outside of the existing road area and alternative junction options.

The design of the proposed scheme has evolved through consideration of a number of highway arrangement options against economic, social and environmental criteria.

Potential environmental effects

The scale and location of the scheme means that several different aspects of the environment would be potentially affected, either through the construction or during its operation. Preliminary findings indicate that environmental impacts are likely to be as follows:

Air quality

There are existing areas which suffer from poor air quality as a result of traffic emissions. Two areas (Truro and Kerrier) within the study area have been designated as Air Quality Management Areas because air quality standards have been breached. Along the A30 itself there are no existing exceedances of air quality. It is anticipated increases in emissions in 2023 once the scheme is operational would not have a significant impact on air quality concentrations.

During construction, potential air quality effects may arise from dust due to earthworks and construction activity associated with the scheme. Mitigation measures would be required to reduce the impact from dust.

Cultural heritage

There are a number of heritage assets including post-medieval milestones, World Heritage Site, Scheduled Monuments, listed buildings and one Registered Park and Garden within the wider area of the scheme. Potential impacts of the scheme on the historic environment comprises direct impacts on buried archaeological deposits. No designated assets would experience direct impacts, however the scheme would lead to some effects upon their settings; in particular, construction compounds would result in effects upon the scheduled barrow groups.

The scheme would provide some beneficial effects such as reuniting Warrens Barrow with the barrow cemetery to the south, assets which are currently separated by the existing A30. Where appropriate, listed milestones along the route will be removed and stored safely during construction, and replaced as close to their original locations as possible.

Landscape and visual impacts

The scheme is not likely to give rise to significant effects on the character of the wider landscape during the construction and operation of the scheme.

There is the potential for several residents to receive significant adverse visual effects during the construction and operation of the scheme. Landscape mitigation has been designed to address these effects where possible. Its effectiveness relies on the planting measures thriving and growing to the extent that, as mitigation, they become established and effective over a period of around the first fifteen years following construction.

Nature conservation

There are a number of existing local valuable ecological residents within the study area which could potentially be affected by the proposed scheme. During construction, there would be effects on bat species due to severance of hedgerows, and on habitat loss. Mitigation measures are proposed during construction to provide man-made hedgerows during activity and artificial bat roosts. During operation, hedgerows will be fully planted and once matured the scheme would have an overall beneficial impact.

No significant effects have been predicted during operation. Beneficial impacts would be achieved through landscape planting designed to provide a net gain for biodiversity and connectivity into the wider landscape. Numerous multi-species crossings with fencing throughout the scheme will also provide safe connectivity for non-stationary species. Full details of habitat creation and enhancements, and their associated maintenance and monitoring will be provided in the ES.

Geology and soils

There is potential for the scheme to encroach upon areas of land which would potentially expose sources of contamination. Further site investigations as part of the EIA will help to identify whether contamination is present and the measures to be undertaken to ensure that there would be no considerable risk of significant harm to people and the environment.

There are a number of existing hazards comprising shallow mine workings which are an adverse risk to workers during construction but also possible sources of contamination. During operation, no significant effects are envisaged on soils, groundwater and surface water from contamination.

Materials

During construction of the scheme, material resources would be required as well as generated from excavation. An assessment has been undertaken associated with the type and quantity of materials used in construction, quantity of waste arising, movement of materials, temporary storage of materials and management of waste. Operational effects, in terms of resource use and waste generation, have also been considered.

The scheme would result in temporary short term significant effects during construction from the importation of materials and associated traffic movements. Detailed traffic management would be required to mitigate the movement of materials during construction. During the operational phase, there would be no significant effects anticipated associated with material resources.

Noise and Vibration

During the construction of the scheme, noise will be generated from site clearance and site preparation, earthworks, structures, drainage, and surfacing. This would have direct effects on

receiving residents. These would be temporary. Construction noise will be managed through the application of British Standards relating to control of construction related noise. Mitigation measures are proposed during the construction and operation of the scheme.

Existing noise for many affected residents currently exceed recommended noise thresholds and are located within Noise Important Areas. For the scheme, reductions in noise would occur for these existing residents to beneficial effects. However, there would be significant impacts of the scheme on communities nearest to the new Chiverton Junction and dwellings located 250m from the scheme. No vibration impacts have been predicted during operation.

People and communities

There are likely to be beneficial effects for walkers, cyclists and horse-riders from the scheme as well as beneficial impacts on driver stress and bus travellers. Access for tourists will also be improved. There are likely to be improvements to communities in relation to access to green space and safety, however there would be significant impacts on neighbourhood quality for communities located adjacent to the new Chiverton Junction and in close proximity to the scheme. No significant long-term effects are anticipated for private and public properties and agricultural land.

In the short-term, construction of the scheme will generate a combination of slight beneficial and adverse effects. Significant effects are anticipated for agricultural land and neighbourhood quality for adjacent communities to the scheme.

Road drainage and water environment

The water environment comprises surface water features such as streams and groundwater resources in relation to water supplies at a local level.

Highway drainage design standards have been developed to protect the water environment from highway pollution and to prevent increases in flood risk. There are also established construction practice guidelines to manage pollution risks during construction.

For the operation of the scheme, the assessment of effects has indicated a neutral impact on the water environment as a result of the new embankments, cuttings and road drainage. The accidental spillage assessment has indicated that there is a negligible risk from the scheme. A flood risk assessment is currently being undertaken and will be presented in the ES.

Climate Change

The assessment of climate change has considered carbon effects, climate change resilience and in-combination climate change impacts of the scheme. Potential impacts of the scheme have been identified to include a rise in carbon emissions up to 11% by 2050. This increase would be from an increase in vehicle capacity on the A30 and the use of carbon to construct the scheme.

Assets and infrastructure included as part of the scheme would likely to be affected by climate change. Mitigation measures are currently being explored. The impacts of the scheme on relevant environmental resources and receptors in combination with climate change have been assessed and further details will be presented in the ES.

Cumulative effects

Cumulative effects can result from the impacts of multiple projects or from a number of different impacts from a single project, accumulating to affect a single environmental resource or receptor. The potential cumulative effects will be investigated further as part of the EIA and recommendations to improve environmental outcomes will be provided where appropriate.

Consultation

Highways England wishes to obtain the views of the public on the draft proposals for the proposed scheme design, taking into account the potential environmental effects of the proposed scheme. Those views can then be taken into account in finalising the design and refining the EIA and ES.

There will be a six-week period from the 29 January to 12 March 2018 for members of the public to respond to the consultation. Responses can relate to the preliminary environmental information set out in the report or to any other aspect of the scheme. This will provide an opportunity for stakeholders to give views on our proposals. There are various ways to respond to the consultation.

Online: the feedback form can be completed on our consultation website at www.highways.gov.uk/a30Chiverton

Freepost: the feedback form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown on a single line, otherwise it may not be delivered.

FREEPOST A30 C-CC

If you need a hard copy of the feedback form, let us know and we can provide one in the post.

Email: you can email us your feedback via
A30ChivertontoCarlandCross@highwaysengland.co.uk

All consultation responses must be received by 23:59 on **12 March 2018**. Responses received after this date may not be taken into consideration as part of the consultation.

If you have any questions you can also call us on 0300 123 5000.

After the consultation

After the consultation period, all responses will be considered in finalising the scheme design and the ES. A report will be prepared on the responses received and how they have been taken into account, including whether or not they led to changes to the scheme.

Highways England is required to seek authorisation to construct the scheme through an application to the Secretary of State through the Planning Inspectorate (as responsible agency) for a DCO. The ES will be submitted with the DCO application in late summer / autumn 2018. Once accepted by the Planning Inspectorate on behalf of the Secretary of State, the public will have further opportunity to comment on the application. Details of how the process works can be found on the National Infrastructure Planning website² and information is also provided in the A30 Consultation Brochure.

² The Planning Inspectorate. National Infrastructure Planning. Available at:

<http://infrastructure.planningportal.gov.uk/>

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