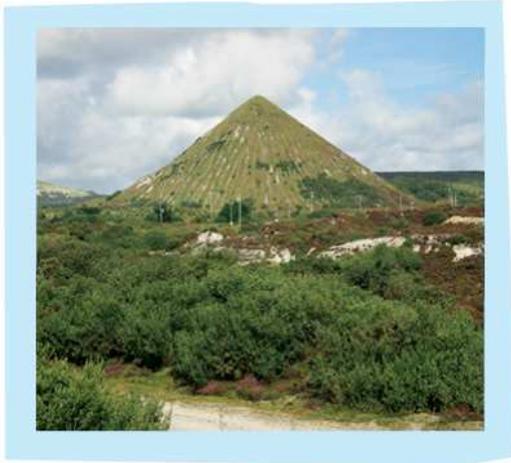


Carluddon A391 road improvement

Planning summary



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Planning Summary

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1.0 Introduction

This summary has been prepared by the applicant, Cornwall Council and provides an overview of the full planning application for the Carluddon A391 road improvement at Carluddon to the north of St Austell. This statement responds to the requirements for major planning applications exceeding 100 pages to provide a planning application summary.

This document provides a summary of the main elements of the planning application in terms of its background and context, the key elements of the proposals and the documents submitted.

2.0 Background

This planning application is being submitted by Cornwall Council to carry out road improvements in the Carluddon area. This includes the construction of a new section of the A391 road which, once built, will become part of the Councils adopted highway network.

This proposal responds to what the community has regularly told us they are concerned about, congestion and inadequate highways infrastructure. The Council also knows that new economic investment in the area is often hampered by the inadequate A391 link between St Austell and the A30.

Improvements to the A391 have been discussed since the late 1980s. A previous planning application for an improved route from St Austell to the A30 junction was submitted in 2006 but unfortunately was not determined when the funding was withdrawn. The Council maintains a record of this route and it is known as the safeguarded route. Whilst this application does not deliver the full A391 improvements from St Austell to the A30 the proposed road improvement would deliver the first section of the safeguarded route. It will be an improvement to this part of the road network and is compatible with the remaining phases of the safeguarded route to the A30 should it come forward.

Further detail concerning the history of the scheme can be found in the planning statement and environmental statement accompanying this application.

3.0 The Carluddon A391 road improvement

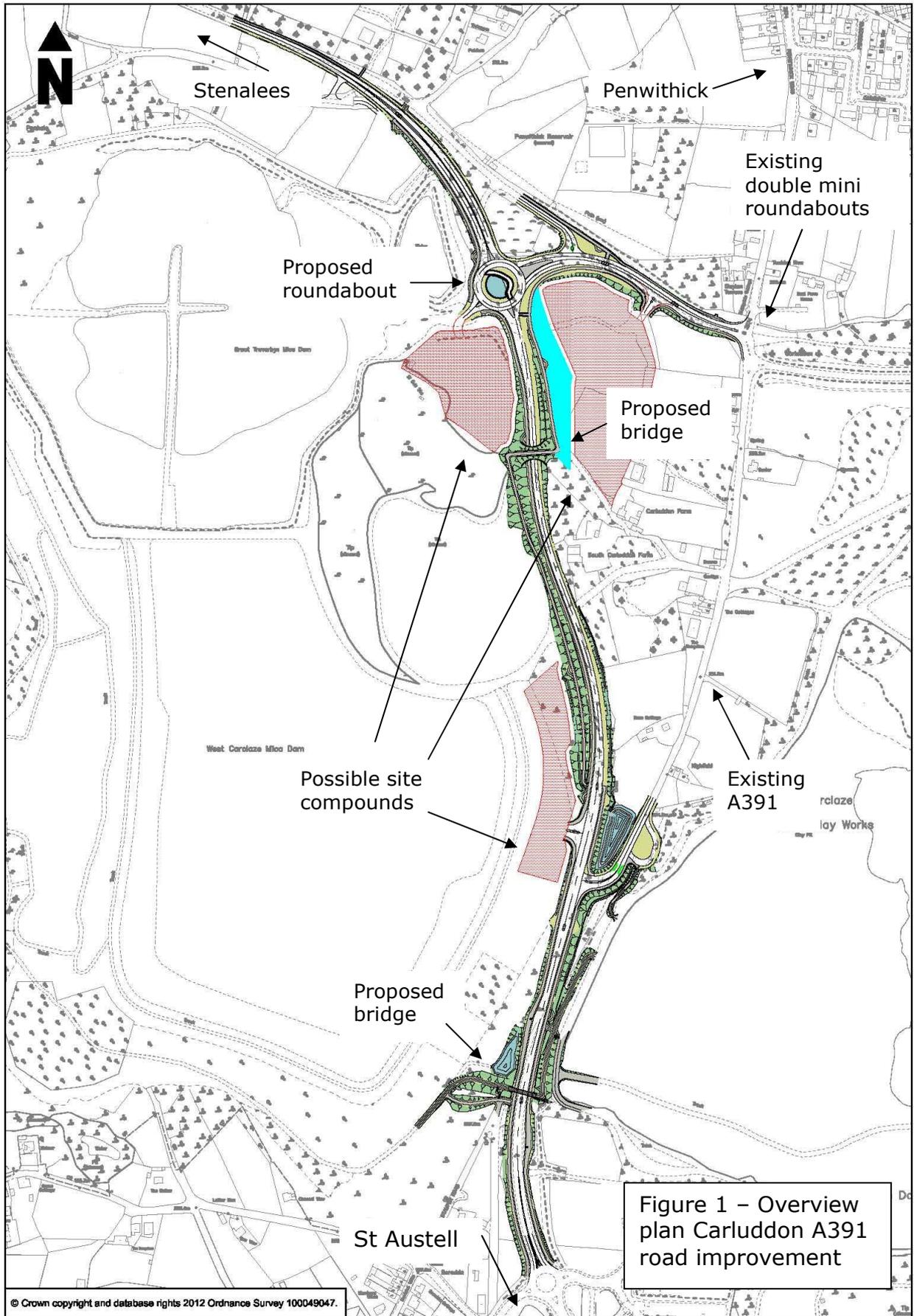
In summary the proposal comprises the following works to the A391 at Carluddon:

- Construction of a new 40mph single carriage way road with connections to the existing network approximately 1.6km in length. This road will diverge from the existing A391 near Penwithick (just north of Penhale Road) continue south close to the sky tip and join back into the existing Scredda roundabout;

- a new roundabout known as the Great Treverbyn roundabout providing access to the existing double mini roundabouts;
- alterations to the existing Scredda roundabout;
- provision of new non motorised user routes alongside, leading to and away from the carriageway;
- provision of two bridges providing non motorised users links to the west and east across the proposed road. The northern bridge will be a wide green bridge with planted and embankments and the southern bridge will be a dark green steel structure;
- at grade pedestrian crossings;
- new bus stops;
- provision of bus only access to the existing A391 from the south resulting in general access to Carluddon from the north only; and
- the relocation of the existing China Clay operational pipelines.

An overview plan of the proposal is set out below as figure 1. The planning application is accompanied by a number of detailed plans.

It will take approximately 18 months to construct the whole of the proposed Carluddon A391 road improvement. Most of the road improvement works is away from the existing A391 carriageway and therefore can be built with minimal disruption to the operation of the road.



4.0 The application

Extensive information has been submitted to support the application and to provide sufficient information for the local planning authority and all other consultees to fully understand the proposals and assess their implications. The documents submitted with this application are as follows

- Applications forms, application fee and certificates of ownership
- Application drawings
- Planning statement
- Design and access statement
- Environmental statement including a non-technical summary
- Utilities statement
- Transport assessment
- Statement of community involvement

5.0 The site

The application site is located approximately one mile to the north of the St Austell within the parish of Treverbyn. The proposed road would be located to the west of Carluddon to the east of the local landmark 'Sky Tip' and is essentially between the villages of Scredda and Penwithick.

The land rises up from St Austell to the northwest and is characterised by despoiled land being former China Clay workings. The area has a long operating history of being mined for China Clay dating back to the 18th century. Further detail concerning the cultural history is set out in chapter 14 *Cultural Heritage* of the Environmental Statement which accompanies this application.

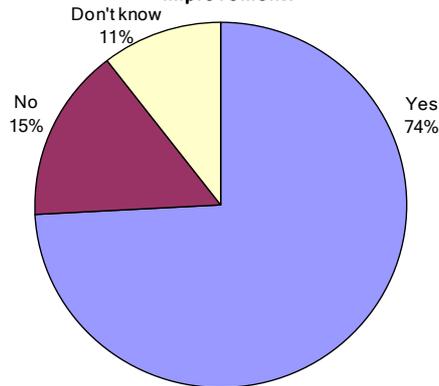
The site is located within the Minerals Consultation Area. The majority of the land within the application site has had a longstanding use as a China Clay workings haul road and is retained as an unformed dirt track. The site now forms part of Imerys non-operational china clay workings however it still benefits from an extant minerals operation permission.

6.0 Public consultation

Public consultation on the proposal was undertaken from 20th August to the 1st October 2012. This comprised a series of events in September and information and a survey available online throughout this period.

Just under three quarters (74.3%) were in support of the proposed road improvement and only 15.2% said they were not in support.

Do you support the proposed Carluddon A391 road improvement?



Further details concerning the public consultation can be found in the Statement of Community Involvement accompanying this application.

7.0 Summary of Environmental Impact Assessment

An Environmental Impact Assessment (EIA) has been undertaken, in accordance with Schedule 2 of Town & Country Planning (Environmental Impact Assessment) (England) 2011 Regulations because of the potential for significant environmental effects.

An Environmental Statement (ES) has been prepared to report the findings and accompanies this planning application.

The ES reports on assessment undertaken, which have including the consideration of cumulative effects and their findings with regard to the following topics

- Landscape and Visual Impact Assessment;
- Noise and Vibration;
- Air Quality;
- Traffic and Transport;
- Ground Contamination and Mining Legacy;
- Water Quality incorporating a Flood Risk Assessment;
- Natural Heritage;
- Cultural Heritage; and
- Land Use, Community and Socio economics.

In addition a Non-technical summary of the ES outlines the findings of the EIA and also accompanies this planning submission. The Carluddon A391 road improvement has taken account of the findings of these technical assessments through the design process. The findings of the EIA feeds into the assessment of the key issues set out below.

Whilst the proposals will result in a number of changes to the local environment, the majority of adverse effects are not predicted to be unduly significant and there are some beneficial effects predicted.

8.0 Planning policy context

All planning applications have to be judged against national, regional and local planning policy. A new Local Plan which will cover all of Cornwall in a single document is being written to replace the dated policy in the Restormel Local Plan (2001), Cornwall Structure Plan (2004) and Minerals Local Plan (1998). However, as this plan is in the early stages of development these existing policy documents, to the extent of which they are consistent with the governments new National Planning Policy Framework (NPPF), remain the relevant development plan for Cornwall. There are many relevant policies and further details can be found in the Planning Statement accompanying this application.

There are many other documents that are also material considerations to the determination of this planning application such as the St Austell, St Blazey and China Clay Area Regeneration Plan (October 2012), and the St Austell, St Blazey and Clay Area Strategic Investment Framework & Economic Strategy (Sept 2008).

Following a review of the policy documents the key considerations relevant to this development are summarised below. Further detail can be found in the planning statement and environmental statement which accompany this planning application.

8.1 Principle of development including economic benefits

The NPPF and the Cornwall Structure Plan 2004 both seek to deliver sustainable development. The provision of infrastructure contributes towards this aim. Specific reference to the A391 is made within existing local policy and therefore its improvement is supported in principle.

The proposed Carluddon A391 road improvement will deliver the first part of a much wanted improved A391 from St Austell to the A30. It will be an improvement to the strategic road network as well as providing a safe road and new routes for non motorised users.

One of the identified barriers to investment in the area is the poor road connections to the A30. By helping to address this issue the proposal will have a positive economic impact. In addition some employment opportunities will be provided through construction.

8.2 Relationship to potential West Carclaze/Baal Eco-community

The application site is located within the potential area of the West Carclaze/Baal Eco-Communities site. Whilst the proposed road improvements complement this proposal, the application is proposed on its own merits, and should therefore be assessed in this context. The

delivery of the road improvement is not reliant on the delivery of any other planning proposal nor will any approval of this application mean that the Eco-community will happen.

8.3 Relationship to potential technology park

This proposal has been submitted at the same time as the proposed hybrid planning application for technology park which is located directly to the east of the application site. The Carluddon A391 road improvement has been designed so that it complements the technology park proposal.

As the applications are adjacent to each other and are being submitted concurrently by the same applicant the submitted Environmental Statement addresses the impacts of this proposal individually, in combination with the technology park and cumulatively in the area.

8.4 Impact on minerals

The application site is located on land that is currently subject to minerals planning permission for the winning and working of China Clay. The Mineral Local Plan identifies that the majority of the site is not within an area assessed as containing potential china clay reserves. The site forms part of Imerys non-operational portfolio and active China Clay mining has not taken place for some time.

In addition the Council commissioned an independent report to assess the minerals potential of the land at West Carclaze and Baal. Further details of its conclusions and a copy of this report is appended to the planning statement which accompanies this application. Based on this evidence it is not considered that the development of the site will sterilise important minerals reserves.

8.5 Localism

The localism bill is clear that the local community should be engaged in the planning and development process. It sets out requirements for developers to consult with the community however; the detailed legislation has not been enacted yet.

Public consultation has been undertaken and a full breakdown of this consultation is contained within the Statement of Community Involvement which accompanies this planning application. It is considered that the consultation that has been undertaken is sufficient to comply with this legislation should it be in place.

8.6 Transport and accessibility

The proposed road improvement can be safely accommodated into the existing highway network and it should decrease journey times from the

A30 to St Austell. In this respect it will be an improvement to this strategic highway network which is a clear and much needed benefit of the proposal. It will provide a beneficial impact to the residential properties in Carluddon that front the existing A391 and also deter rat running through Penwithick. There will be some impact to areas that are not benefiting from the improvement particularly at Stenalees and Bugle. Therefore mitigation measures are required which will include enhanced pedestrian crossing facilities, localised road narrowing and other speed restraint measures. For further details please refer to the Transport Assessment which accompanies this application.

New non motorised routes will be provided alongside the carriageway and two new bridge crossings will be provided over the new road. An important element of designing these paths has been to attempt to provide access to all and it is considered that the proposed road improvement will provide a high level of accessibility. This will improve accessibility and safety for non motorised users between St Austell and Penwithick and for users of the Clay Trails.

8.7 Design, appearance and sustainability

China Clay mineral extraction has had a dramatic impact upon local communities, the landscape and the environment. This can still be seen today as the area is still characterised by both working and no longer used pits and tips.

Planning policy at all levels is clear that design and visual appearance are important considerations. The proposed road improvement has been designed to run as near as possible to the existing ground level and a landscaping strategy has been developed to reduce adverse effects on identified landscape and visual receptors including residential properties.

A Landscape and Visual Impact Assessment has been undertaken and detailed information can be found in chapter 7 of the ES which accompanies this application. Overall, whilst the landscape assessment identifies some adverse visual impacts it concludes that the proposed Carluddon A391 road improvement is appropriate to the setting and landscape character of the site.

The proposed scheme is positively considering its impact on the environment and is subject to a CEEQUAL assessment. CEEQUAL is a sustainability rating system for infrastructure projects which demonstrates a schemes commitment to environmental, economic and social performance. The proposed scheme is aiming to work toward the highest achievable score of an 'excellent rating' and it is currently well on its way to achieving this goal.

8.8 Impact on the environment

Planning polices seek to conserve and enhance the character, diversity and local distinctiveness of the natural environment.

Chapter 9 *Air Quality* of the ES which accompanies this planning application shows that the proposal will not result in any significant increase in pollutants which would breach acceptable levels established in European and National legislation.

Chapter 11 *Ground Contamination and Mining Legacy* of the ES which accompanies this planning application shows that the stability of the Sky tip should not be adversely affected through construction.

Chapter 12 *Water Quality* of the ES which accompanies this planning application shows that the proposal once completed should not have an adverse impact on flooding and water quality and may represent an improvement to the existing situation.

Chapter 13 *Natural Heritage* of the ES which accompanies this planning application details the findings of habitat and species surveys undertaken. It identifies mitigation measures required to avoid or minimise the potential impacts and confirms that the proposed development will have a slight adverse effect on ecological receptors.

Chapter 14 *Cultural Heritage* of the ES which accompanies this planning application examines the known archaeological remains and built heritage items, it recommends that an archaeological recording investigation is undertaken.

8.9 Impact on neighbouring occupiers

There are residential occupiers in the locality and therefore the impact of the proposal on these occupiers must be considered. The ES that accompanies this application assesses the impacts of noise and vibration, pollution and the appearance of the proposals.

The proposal will move the A391 at Carluddon further away from the residential properties in Carluddon that front onto the existing A391 however; some residential properties will be moved closer to the proposed road. Measures such as landscaping and noise attenuation barriers are proposed to mitigate impacts. Further detail can be found in the planning statement that accompanies this planning application.

9.0 Delivery

The Council is bidding for European funding from the Convergence programme to deliver this project. Convergence is the European economic regeneration programme for Cornwall and the Isles of Scilly that runs until 2013 and requires all funded projects to be completed by 2015.

The Council has submitted this planning application now because of this time limited opportunity to secure sufficient grant funding to construct this section of road. This requires a successful funding bid for European funding through the ERDF Convergence programme to supplement grant funding the Council already has from central government. Funding from other sources such as Regional Growth Fund may also be required.

A positive response to the funding bid cannot be given until a planning permission is in place. Therefore the grant of planning permission project will assist with the securing of investment into the area which is of a time limited nature.

The following table set out an indicative timetable for construction providing funding is secured.

| Estimated delivery timeline | |
|------------------------------------|---|
| Date | What's happening |
| December 2012 | Planning application to be submitted by Cornwall Council. Funding application submitted to the European Regional Development Fund (ERDF) |
| March 2013 | Indicative planning determination date and potential funding secured from the ERDF. |
| Spring 2013 | Tender period for main works contractor. |
| Winter 2013 | Work starts on the Carluddon A391 road improvement. |
| Summer 2015 | Carluddon A391 road improvement opens. |

10.0 Conclusion

The Carluddon A391 road improvement is a significant opportunity improve existing transport infrastructure and to bring investment into the area. In summary it will deliver the following benefits -

Jobs and economic growth

- Improved access from St Austell to the A30 which is accepted to currently restrict economic growth in the area.
- Construction jobs.

Better local transport links

- Safer, less congested road
- Less travelling time to work
- Safer routes to walk and cycle
- Linking the Clay Trails with a bridge over the A391
- Building a section of the preferred A391 route as consulted on in 2002

Healthy lifestyles

- Promote healthier lifestyles through better walking and cycling routes

Environment

- New planting
- Ecological stepping stones and green corridors

Overall the proposal would be an improvement to transport infrastructure in the area.

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6 December 2012

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