



(CAMBORNE POOL REDRUTH) (HIGHWAY IMPROVEMENTS)

(CLASSIFIED ROAD) (SIDE ROADS) ORDER 2011

## STATEMENT OF REASONS

---

# Contents

<b>Contents .....</b>	<b>i</b>
<b>1 General Information.....</b>	<b>1</b>
1.1 Introduction.....	1
1.1.1 Authority to make the Orders	1
1.1.2 Regional Planning Policy framework	1
1.1.3 Cornwall Council Transportation Policy background	2
1.1.4 Major Scheme Business Case Bid for Funding	3
1.1.5 The Coalition Government's Comprehensive Spending Review (June 2010)	4
1.1.6 `Planning position	4
1.2 Description of the proposed Works .....	5
1.2.1 The Highway Improvements Scheme	5
1.2.2 Side Roads	6
1.2.3 Accesses	6
1.2.4 Footpaths and Rights of Way	6
1.2.5 Landscaping	7
<b>2 The reason for the Order, its purpose and the need to use SRO powers .....</b>	<b>8</b>
2.1 Background .....	8
2.2 Reason for Making the SRO .....	9
<b>3 Highway modifications proposed in the SRO.....</b>	<b>11</b>
3.1 East Hill to Station Road .....	11
3.2 Station Road to Wilson Way.....	12

---

3.3	Wilson Way roundabout .....	12
3.4	Dudnance Lane to Dolcoath .....	12
<b>4</b>	<b>Human Rights Considerations .....</b>	<b>14</b>
<b>5</b>	<b>Other Issues .....</b>	<b>15</b>
5.1	Related Orders .....	15
5.2	Special considerations affecting these Order Lands .....	15
5.2.1	Listed Buildings and Conservation Areas	15
5.2.2	World Heritage Site	15
5.2.3	Negotiated land acquisition	16
5.3	Compensation issues .....	16
5.4	Inspection of documents .....	16
5.5	Next Steps – Objections leading to a Public Inquiry.....	17
5.6	Queries.....	17

# 1 General Information

## 1.1 Introduction

This Statement of Reasons for making the Side Roads Order (SRO) is intended to be a clear and concise description of the SRO and the scheme background explaining why the SRO is needed.

### 1.1.1 *Authority to make the Orders*

On 13 July 2011 the Cornwall Council (“the Council”) Cabinet resolved to make the (Camborne Pool Redruth Highway Improvements) Side Roads Order 2011 (“the Order”). The highways affected by the proposed scheme pursuant to the Order broadly cover existing highways including Dudnance Lane, Wilson Way, Lower Pengegon, Dolcoath Road, Dolcoath Avenue, Church View Road, Chapel Road, Forth Kegyn, Carn Brea Lane, Station Road, Tincroft Road, Agar Way, Druids Road and a number of private roads and accesses over lengths which are described in greater detail in Section 3.

The scheme is situated at the heart of the Camborne, Pool and Redruth (“CPR”) conurbations and feeds directly onto the A30 Trunk Road via Tolvaddon Road and Tolvaddon interchange.

This Side Roads Order is required to authorise the alteration of highways and private means of access that cross or enter the route of, or are otherwise affected by, the proposed improvements.

This is a non-statutory statement.

### 1.1.2 *Regional Planning Policy framework*

The CPR area is designated as one of the largest growth area in Cornwall with the potential to provide substantial numbers of additional houses and new jobs by 2027. Regeneration plans for the area were originally developed within the SW Regional Development Agency’s Regional Economic Strategy, realised through Local Development Frameworks set within the wider structure of the National Planning Policy Statements, the Cornwall Structure Plan and the Regional Spatial Strategy.

A new Area Action Plan will be developed by Cornwall Council to confirm the planning policy guidance in the CPR corridor and allocate development proposals for environmental and economic regeneration and growth within the area.

Major transportation improvements are fundamental to achieving the action plan targets; they have been in preparation since 2003 with full support of all the development partners including the previous CPR Urban Regeneration Company and the SW Regional Development Agency, the Homes and Communities Agency and the Council.

These highway improvements represent value for money and are vital to the regeneration of CPR and therefore to the continued revitalisation of the Cornish economy in this corridor. Without these transport investments the regeneration proposals cannot be achieved due to lack of capacity on the existing road network.

### 1.1.3 *Cornwall Council Transportation Policy background*

Cornwall's second Local Transport Plan (LTP2) covering the period 2006-2011 was published in 2005 and addressed in detail the need for transportation to support regeneration in the county.

LTP2 identified that the challenge for Cornwall is how to achieve regeneration and development in a way that is sustainable and promotes the environmental, economic and social objectives of the county. Solutions were required that supported and facilitated the County's economic regeneration and also addressed mounting congestion problems.

LTP2 specifically supports the CPR Transport Strategy and states that the implementation of a long term strategy for the CPR area is pivotal to successful regeneration, by creating vital additional capacity to facilitate new investment in the area. According to the LTP2, the following regional priorities are addressed by the Improvements:

- To harness the benefits of population growth and manage the implications of population change;
- To enhance economic prosperity and ensure quality of employment opportunity; and,
- To address deprivation and disadvantage and reduce significant intra-regional inequalities.

---

The implications if the Transport Strategy is not delivered will be failure to deliver the regeneration development strategy at a local level; and, to undermine completely the Council's overall plans to transform the area.

Accordingly, a Transport Study was commissioned in 2003 to establish the transportation strategy for the area, which would support the emerging development plans. The recommended strategy from this Study proposed an integrated package of measures to increase travel options, manage and enhance the network capacity and change travel behaviour. The strategy placed a focus on the regeneration and development of CPR in a sustainable way that protected the environment, promoted social and economic development and tackled growing traffic congestion. A key element of the strategy was to reduce car dependency.

The strategy was adopted by the then Cornwall County Council (CCC) and included in the LTP2. The three cornerstones of the CPR transport strategy are:

- Expanding travel options,
- Managing the highway network and
- Influencing travel behaviour

The main elements of this transport strategy, furthered by the highway improvements which are the subject of these Orders, are:

- Development of a North-South Corridor in Pool; a gateway dual carriageway to provide quick access from the A30 to the main regeneration areas in the Camborne to Redruth corridor;
- An East-West Link between Camborne and Redruth, a new road to act as a distributor for the new developments and an alternative link to the congested A3047;
- Conversion of the A3047 into a bus priority corridor; and,
- Improvements to cycling and walking infrastructure.

#### *1.1.4 Major Scheme Business Case Bid for Funding*

It was agreed with the then Government Office for the South West (GOSW) and the Department for Transport that major scheme bid funding would be the most appropriate way to fund the transport strategy. The funding bid was developed from inception with the objective of maximising the contribution from the private sector, and significant contributions have been committed from developers towards the strategy.

The CPR transport strategy was identified by the DfT and Regional Assembly in June 2006 as a priority for funding in the South West Regional Allocation for 2006 to 2016.

The Preferred Route was developed in detail for inclusion in a Major Scheme Business Case (MSBC) which was submitted to the Department for Transport in August 2006. A decision by the Transport Minister on 20 June 2008 approved a substantial Government contribution towards the cost of “this major new scheme in the region”

#### 1.1.5 *The Coalition Government’s Comprehensive Spending Review (June 2010)*

**The original scheme proposals have now changed and have been reduced in scope to enable the Council to meet the requirements of the Government’s Comprehensive Spending Review.**

This smaller, lower capital cost, Stage 1 scheme has been exhibited to the public showing that the upgrading of Wilson Way and the dual carriageway standard improvement of Dudnanace Lane are not now included in the present scheme.

Its purpose, however, is unchanged: to provide a robust highway network to facilitate the planned regeneration developments in the area and to meet future needs. The new CPR Stage 1 scheme will create a new, alternative East to West route to take traffic away from current bottlenecks on the A3047.

#### 1.1.6 *Planning position*

Two planning approvals (Phase 1 and Phase 2) have been granted by Cornwall Council which together cover the whole of the proposed scheme referred to in this Order.

Phase 1 (East Hill to Wilson Way) was approved by the Planning Department in November 2008 and Phase 2 (Dudnace Lane to Dolcoath) was approved in January 2010.

The present, CPR **Stage 1**, highway works will implement only part of this (Phase 1 plus Phase 2) scheme.

The Council intends to complete the remaining **Stage 2** improvements, and realise the whole scheme, when further funds become available.

---

## 1.2 Description of the proposed Works

### 1.2.1 *The Highway Improvements Scheme*

The highway improvements will comprise:

- The widening of a short length of Dudnanace Lane, South of East Hill, to accommodate a longer, northbound, left-turn lane into the signal controlled junction.
- A new signal controlled junction at Heartlands Park for the park access, the new link road and Dudnanace Lane, with widened carriageways to accommodate turning traffic lanes.
- A shared cycleway / footway (3.0m wide) would be provided on the West side and the existing footway would be retained on the East side as far as the access to Pool Market. At this location the cycleway / footway would switch to the East side of Dudnace lane via a signal controlled crossing point.

In Stage 1, there would be no further upgrading of Dudnace Lane between the East Hill junction and Penhallick Road.

- A new traffic signal controlled junction, with widening for turning lanes, would be provided at Penhallick Road.

There would be a new shared footway/cycleway, 3.0m wide, on the North side (from the Pool Market access) and the existing footway would be retained on the South side.

- A new link road from Station Road to a new roundabout on Wilson Way at Carn Brea Lane; the road will run parallel to the London / Penzance railway line for approximately 300m before bearing North to the new roundabout (Wilson Way Roundabout).

The shared footway/cycleway, 3.0m wide, on the North side and 2.0m wide footway on the South side would continue on this section.

In Stage 1 there would be no further improvement or upgrading of Wilson Way between the new roundabout and Barncoose. (except for the closure of one of the accesses to Bookers)

- Connection into into the ongoing Dolcoath Development spine road ("Main Street") entailing the closure of the East end of Dolcoath Avenue.

- A new roundabout at Dolcoath Road and
- A new link constructed from this roundabout, across the Red River valley, to the new traffic signal controlled junction at Dudnace Lane (opposite the proposed access into Heartlands Park). This will be a new, single carriageway road 6.8m wide. Pedestrian and cyclist will use a 3.0m wide shared lane on each side of the new road. Safe crossing provision will be designed at the junctions.
- Private access connections will be provided for future development at the site of the proposed Tuckingmill Urban Village, with a centre right turn lane. Private accesses will also be provided to maintain entry and egress to severed land at South Crofty and to facilitate future development.

The new road will cross the Red River valley on embankment with twin 12m arches to accommodate the river, Chapel Road and multi-user trail – all three of which will be diverted through the arches.

#### 1.2.2 *Side Roads*

Various existing side roads will need to be connected to the classified road. This will entail connection of new side roads, regrading of the tie-in lengths and a unification or replacement of the existing highway boundary treatments.

#### 1.2.3 *Accesses*

Various private accesses and roads serving, residential properties, business premises and land adjacent to the existing roads will be modified as part of the scheme. Access will be maintained to land which will be severed by the scheme.

#### 1.2.4 *Footpaths and Rights of Way*

A short section of one Public Footpath (FP No.4 (Carn Brea)) will need to be stopped up and diverted as a consequence of the scheme.

The existing multi-user trail in the Red River valley will be stopped up and diverted through the eastern new arch structure.

The new and improved roads provide additional, contiguous cycleway / footways to meet present and future needs. As developments come to fruition they will help to encourage less dependence on cars for short local journeys.

A link will be provided between the cycleway / footways on the new road and the valley floor multi-user trail.

### 1.2.5 *Landscaping*

Landscaping will be included in the scheme where required to mitigate the visual impact of the road and its traffic and to provide replacement and new habitats for flora and fauna.

The Red River diversion will provide an opportunity to augment the wetland habitats by reprofiling the river bed.

Road drainage will be, where possible, carried by open channels – in accordance with the Surface Water Management Plan’s preferred design – as accepted by the Environment Agency.

Surface water from the scheme will be collected, in pond and storage cells, to attenuate the discharge flow rates into water courses.

---

## 2 The reason for the Order, its purpose and the need to use SRO powers

### 2.1 Background

The implementation of the Camborne Pool Redruth (CPR) Transport Strategy Stage 1 scheme will bring more people into the corridor to live and work, for education and to undertake shopping and leisure / amenity activities. The scheme is needed to support and contribute to the development of sustainable travel patterns envisaged under the Major Scheme Business Case to deliver the planned regeneration and provide additional capacity on the already overloaded road network.

Feasibility studies and option assessments were carried out in order to arrive at a preferred scheme which was reported on in the Major Scheme Business Case, prepared for Cornwall Council and submitted to Department for Transport. This Preferred Scheme was developed in more detail following consultation on the emerging, detailed designs with the public and stakeholders. Exhibitions of the proposed scheme were held at various stages of development between 2006 and 2011.

The Highways Agency supports the major scheme proposal and acknowledges its importance in order to unlock highway capacity and meet the wider aspiration of promoting sustainable travel within the CPR area. The scheme will secure the longer term regeneration aspirations within the area and the proposals will assist in minimising the impact of local traffic on the A30 trunk road and associated junctions.

The Environment Agency supports the scheme's detailed design of landscaping and drainage provisions.

In the absence of the scheme the regeneration initiatives in the CPR area would be severely compromised and this would be a major deterrent to those considering moving their homes and businesses to the corridor. This is because not only would there be insufficient highway capacity to achieve growth targets but the quality of the environment along the existing A3047, and congestion within the industrial areas, would become intolerable.

The scheme will increase capacity on the highway network and improve accessibility to the Camborne, Pool and Redruth Regeneration Areas to enable redevelopment. The scheme will bring traffic relief to the A3047 and its overloaded junctions which will allow enhanced use of the existing corridor between Camborne and Redruth for public transport. The opportunity will also be taken to improve cycling and walking facilities in the A3047 corridor, thereby promoting sustainable travel options.

---

A Side Roads Order is required to make changes to side roads, public footpaths/bridleways and private access to enable the scheme to be constructed. This Order is an essential prelude to the scheme works. It will provide certainty for programming and the realisation of the Council's regeneration policy objectives for the area.

## **2.2 Reason for Making the SRO**

Cornwall Council have made this Order in exercise of their powers under Sections 14 and 125 of the Highways Act 1980 and all other powers enabling them to acquire the necessary authority to undertake the alteration of highways and private means of access that cross or enter the route of, or are otherwise affected by, the proposed road improvements.

The Council recognises that a side roads order to close and amend private accesses can only be made if there is a compelling case in the public interest which justifies the overriding of private rights in the land. It is considered that a compelling case exists here.

The Council has given careful consideration to the reasons as to why it is necessary to modify access and side roads as shown on the Order Plans. All freehold owners, lessees and occupiers affected by the side roads order have been consulted as the detailed design of the scheme has been developed. They have been invited to enter into discussions with the Council with a view to agreeing appropriate terms to compensate for any material operational impact of the proposed changes.

The Council has subsequently made the Order to implement the proposed scheme as necessary to achieve the Council's objectives for the area. Discussions will, however, continue with owners of relevant interests regarding the made Order, with a view to limiting the impact. The approach adopted by the Council is in accordance with policy advice and recognised good practice.

In the considered opinion of the Council, the SRO is necessary to facilitate the improvement works and satisfies the requirements for use of powers pursuant to Sections 14 and 125 of the Highways Act 1980

The scheme is fundamental to the economic development and regeneration of the Camborne, Pool and Redruth areas. The scheme will facilitate the creation of some 6,000 new homes and 6,000 new jobs in CPR, thereby furthering the economic development and regeneration of the area. The achievement of this objective depends on the creation of more capacity on the network.

The scheme will act as a stimulus to the promotion of employment opportunities as well as business efficiency, investment and competitiveness by improving access to and

egress from the area. The scheme will contribute to the creation of an attractive environment for securing sustainable investment and new employment in the area - securing competitiveness by bolstering the local economy.

The design of the scheme will not only increase traffic capacity and improve access to the area but also enhance the image, character and attractiveness of Camborne, Pool and Redruth for the local people, visitors, the business community as well as potential investors in the local economy.

It is essential that the quality and effectiveness of the highway scheme enables the adjacent developments to be served efficiently and smoothly – delivering materials, goods, customers and travellers with minimal delays or congestion. The scheme will be an essential factor in changing people's perception of the area. It will complement the new development and help to generate a high quality, interesting place with a distinctive character: a desirable and practical place to live, work and play. Well designed, appropriate standard, safe roads are at the heart of most successful communities.

The scheme will also support and contribute to the emergence of sustainable development and travel patterns envisaged under the Major Scheme Business Case. The scheme will expand the local network of cycleways and footways. The new road cross section, with these 3.0m wide cycleway / footways each side, will be flexible enough to cope with a range of future needs. The facilities for non-motorised road users will contribute to the character of the emerging urban fabric of the CPR corridor.

The reduction in traffic on the A3047 due to the improved East-West distribution will, in due course, be exploited to improve the bus network corridor. The frequency, speed, quality and reliability of bus services on this already busy bus corridor will be improved to make access to the area by bus transport more attractive. The opportunity will also be taken to improve and enhance cycling and walking in the A3047 corridor.

The scheme will contribute to the achievement of sustainable development by increasing the capacity and flexibility of the highway network and improving accessibility to the area.

The Side Roads Order will enable the scheme to be properly linked into the existing highway network and will ensure that all existing rights of access to private property and businesses are maintained as far as is practicable with the scheme.

The scheme will thus enable the Council's Transportation policy objectives to be met and allow redevelopment to take place as programmed.

It will provide certainty for programming and construction works. It is therefore considered that a Side Roads Order is necessary and justifiable in the public interest.

---

## 3 Highway modifications proposed in the SRO

The scheme requires the following:

### 3.1 East Hill to Station Road

From East Hill southwards along Dudnance Lane a number of private accesses to adjacent land or commercial interests will be stopped up, to maintain the free flow of traffic and create a new cycleway / footway on the West side of the lane, and some will be reopened, or new private means of access created.

The access into Heartlands Park will be created as a new highway so as to create a signal controlled junction.

A signal controlled crossing point will be constructed adjacent to the Pool Market access to switch the cycleway / footway to the Northeast side of Dudnance Lane.

Where the existing road runs alongside the Penzance to Paddington railway line, other private accesses, to residences, businesses and properties off Dudnance Lane and Station Road, will be stopped up, amended, relocated, created or recreated as required in order to enable the widening of the road to take place.

Existing side roads such as Penhallick Road and Station Road are to be tied into the new road and improved as required.

The residential property, Sylmar, will be demolished to allow the road to be widened. The existing access to its land will be stopped up.

Tesco's private access off Station Road will be stopped up and a replacement access provided 45metres eastwards, (as shown on Site Plan 2). The new access will enable the operational manoeuvring of HGV deliveries by the necessary inclusion of a turning area, and will remove the need for vehicles to reverse in from the highway

Carter's Packaging will have an additional access to improve highway safety by enabling one-way operations.

The existing private means of access to the West of the Network Rail's depot, (the triangular area in front of depot's gates), will be stopped up. It is the Council's intention to relocate the depot by agreement with Network Rail to another suitable site.

### **3.2 Station Road to Wilson Way**

Footpath No.4 (Carn Brea) will be stopped up for a short section of its length where it is to be crossed by the new road. New highway will be created to link the severed footpath to the new road at its North and South ends.

A new private access will be provided into the Tescan Industrial area from the new section of road to replace existing private accesses which are to be stopped up. This access will served by a centre, right-turn lane in the new road.

The access to 78 Carn Brea Lane, which will be acquired, will be stopped up in part to enable the road to be widened. An alternative will be provided to give access to a new garage.

Access to Western Power Delivery apparatus and land will be maintained – from the new road; a layby will be provided.

### **3.3 Wilson Way roundabout**

A new roundabout will be constructed on Wilson Way at Carn Brea Lane. For a short length eastwards along Wilson Way a number of private accesses to adjacent land or commercial interests will be stopped up to enable the road to be widened and the roundabout approach lanes constructed. Some will be reopened, relocated or have new replacement private means of access created.

The eastern access to Bookers will be stopped up and a replacement access, to the delivery area, will be provided via Agar Way to the rear of Booker's premises. A new length of road will be created to provide this access from Agar Way.

### **3.4 Dudnance Lane to Dolcoath**

Westwards from Dudnance Lane, the new road will cross South Crofty mining land and new private means of access are provided to give access to land severed by the new road .

The new road crosses the Red River valley and two arches will be constructed (square to the new road) for Chapel Road, the Red River and adjacent amenity trail to pass under the road. The river, the amenity trail and Chapel Road will be diverted to pass through the arches.

---

Existing sections of Chapel Road, the amenity trail and the Red River will be stopped up and created on new alignments. A new bridleway will be established to link the new road over the valley with the amenity trail and highway in the valley. These details are shown on Site Plan 3 and on the inserts.

The new road will sever land which is planned for development at Tuckingmill. Two new private means of access will be provided (on the North and South sides of the new road) to give access to this severed land.

The new road will cross farm land in the holding of Church View Farm. The southern access provided for the Tuckingmill development (above) will also provide access to the southern fields of this severed farm land. Existing accesses to the farm from Church View Road and Dolcoath Road will be stopped up. New access to the farm and to land which will be on the North and Northwest side of the new road will be provided by the creation of a new replacement private means of access from Church View Road. These details are shown on Site Plan 4 and on Inset C.

#### Dolcoath

The new road, at its western end, will tie into the proposed spine road of the Dolcoath Development (“Main Avenue”) and will necessitate alterations to the adjacent side roads: Dolcoath Road, Dolcoath Avenue, Church View Road and Lower Pengegon (shown as highways to be improved on Site Plan 4).

Sections of these roads will be stopped up where the new road will pass over them and the new road will reinstate them as highway within its footprint.

A length of Lower Pengegon will be stopped up and reopened for cyclists and pedestrians only (between Dolcoath Road and Dolcoath Avenue) as shown on Site Plan 4, Inset A.

A length of Dolcoath Avenue will be stopped up and reopened for cyclists and pedestrians only (to make a connection between Dolcoath Avenue and the footway/cycleway on the new road)) as shown on Site Plan 4, Inset B

---

## 4 Human Rights Considerations

The Human Rights Act 1998 incorporated into UK law the European Convention on Human Rights' ("the Convention"). The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual (including companies). In resolving to make the Order the Council should consider the rights of property owners under the Convention, notably under the following articles:

### Article 1 (of the First Protocol)

This protects the rights of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the public interest and subject to the relevant national and international laws.

### Article 8

This protects private and family life, home and correspondence. No public authority can interfere with these interests except if it is in accordance with the law and it is necessary in the interest of national security, public safety or the economic well-being of the country.

### Article 14

This protects the right to enjoy rights and freedom in the Convention free from discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, or national or social origin.

In the case of each of these Articles (and indeed other provisions of the Convention) the Council should be conscious of the need to strike a balance between the rights of the individual and the interests of the public. In the light of the significant public benefit that will arise from the construction of the proposed road it is considered that it would be appropriate to make the Order. In the circumstances, it is not considered that the Order would constitute an unlawful interference with the individual property rights.

Extensive consultation has taken place in relation to the proposed scheme at the planning stage with the opportunity being given for affected parties to make representations. Negotiations have also been pursued with the parties affected by this Side Roads Order. Further representations can be made in the context of any Public Inquiry, which the Secretary of State for Transport may decide to hold in connection with the Order. Those directly affected by the Order will be entitled to compensation proportionate to the loss, which they incur as a result of the changes, alterations, modifications and improvements arising from the road scheme.

## 5 Other Issues

### 5.1 Related Orders

A Compulsory Purchase Order for the same scheme has been made concurrently with this Side Roads Order

### 5.2 Special considerations affecting these Order Lands

#### 5.2.1 *Listed Buildings and Conservation Areas*

No listed buildings are affected by the Order. A number of buildings, however, are of archaeological importance and measured have been agreed to mitigate the impact by surveying and recording.

None of the land, accesses or side roads affected by the Side Roads Order are within a conservation area.

#### 5.2.2 *World Heritage Site*

(a) The World Heritage Convention was ratified by the United Kingdom in 1984. The convention provides for the identification, protection, conservation and presentation of cultural and natural sites of outstanding universal value, as World Heritage Sites ("WHS"). Individual governments are responsible for ensuring the protection of sites which are inscribed on the list. Following a submission by the Secretary of State for Culture, Media and Sport On July 13 2006 the decision was taken by UNESCO's World Heritage Committee meeting to inscribe the Cornwall and Devon *mining landscape* onto the World Heritage List.

(b) World Heritage status is a material consideration in the determination of planning applications (as defined in PPG 15) but has no statutory place in the current planning system..

(c) Part of the SRO proposals fall within or close to the World Heritage Site. Cornwall Council is sensitive to this and has fully considered the WHS and any immediate impact and/or implications for the longer terms have been evaluated. The case for the scheme has been made in two planning applications which included assessments of the environmental impact of the scheme. The impact of this scheme on the WHS has been considered and judged not to have any significant negative impact.

### 5.2.3 *Negotiated land acquisition*

Accesses and side roads owned and used by Western Power Distribution, Network Rail and Western United Mines (BaseResult) are affected by this order. The Council is in negotiation with these interested parties with a view to securing agreement to the proposals, detailed in this order, which are needed for the scheme.

## 5.3 **Compensation issues**

Compensation for the loss of land resulting from the CPO which accompanies this Side Roads Order and other losses will be considered under statutory provisions for compulsory purchase by the Council's Western Area Valuer. He will also consider issues relating to this Side Roads Order, including the loss of, or changes to, private means of access, the financial impact on operations, the establishment of new accesses and the impacts of modifications needed to facilitate the proposed road scheme.

In any statutory process there is always an endeavour to discuss compensation issues and reach agreement, if possible. Owners and tenants of properties affected by the Orders who wish to discuss this option should contact Colin Benney, Cornwall Council's Western Area Valuer, in the first instance whose details appear below. The Council's consultant is Parsons Brinckerhoff

## 5.4 **Inspection of documents**

A copy of the Order, Order Maps and this Statement of Reasons and the documents referred to in the attached list can be inspected at Cornwall Council's Offices, [New County Hall, Truro] [between 9am and 5pm on Mondays to Thursdays and between 9am and 4.30 pm on Fridays] and at Cornwall Council Offices, Camborne [between 8.45am and 5.15pm on Mondays, Tuesdays and Thursdays, between 10am and 5.15pm on Wednesdays and 8.45am to 5.45pm on Fridays].

---

## 5.5 Next Steps – Objections leading to a Public Inquiry

It is expected that any objections to this Side Roads Order and associated Compulsory Purchase Order for the CPR Transport Strategy Stage 1 will be considered at a Public Inquiry. This is presently programmed for January / February 2012.

Letters of support or objection, or letters making comments on these orders should be addressed to:

Secretary of State for Transport  
National Casework Team  
Department for Transport  
Lancaster House  
Hampshire Court  
Newcastle Business Park  
Newcastle Upon Tyne  
NE4 7YH

and a copy sent to:

Jayne Broadway, Principal Legal Officer – Property, Cornwall Council, Room 329, New County Hall, Treyew Road, Truro, TR1 3AY.

## 5.6 Queries

Further information on the engineering aspects of the proposal should be addressed to: John Foskett, Project Manager, Parsons Brinckerhoff, 11 High Cross, Truro or [e-mail [john.foskett@pbworld.com](mailto:john.foskett@pbworld.com)]

Questions regarding the Council's policies or programme should be addressed to Nicola Yeates, the Council's Major Projects Team Leader e-mail [[nyeates@cornwall.gov.uk](mailto:nyeates@cornwall.gov.uk)].

Legal queries may be raised with Jayne Broadway by phone [01872 322127] or e-mail [[jbroadway@cornwall.com](mailto:jbroadway@cornwall.com)].

Land acquisition and compensation issues may be raised, by those whose interests are directly affected, with Colin Benney by phone [01209 324875] or e-mail [[cbenney@cornwall.gov.uk](mailto:cbenney@cornwall.gov.uk)].