

Meeting Notes

Meeting Title: St Agnes and Perranzabuloe Community Network Panel
Date: Thursday 13th September 2018
Time: 6.30pm-8.30pm
Location: Perranzabuloe Parish Rooms

Attendees	<p>Ken Yeo – Perranzabuloe Parish Council (KY) – Chair CC Michael Callan – Perranporth (MC) CC Joyce Duffin – Mount Hawke and Portreath (JD) CC Adrian Harvey – Newlyn and Goonhavern (AH) CC Pete Mitchell – St Agnes (PM) Alan Percy – Cubert Parish Council (AP) Thomas Hulbert - Cubert Parish Council (TH) John Slater – St Agnes Parish Council (JS) Bill Forbes – St Agnes Parish Council (BF) Rob Norrington – Perranzabuloe Parish Council (RN) Rod Toms – St Newlyn East Parish Council (RT)</p>
Officers	<p>Josh Hodder – Highways England (JH) Karl Sullivan – Highways England (KS) Simon Westwood – ARUP (SW) Alex Polak – Head of Councillor Support and Democratic Process (ASP) Guy Thomas – Community Area Manager (Mid) (GT) 8 Members of the public</p>
Apologies for Absence:	
<p>Elisabeth Allcorn, Andy Brown, Karen Cox, Ben Dobson, Jonathon McCulloch, Maggie Vale, Cllr Eathorne-Gibbons.</p>	

	Action Point	Action by:
1	<p>Introductions: (a) Health & Safety information (b) Representatives at meeting introduce themselves (c) Apologies for absence and late arrival</p> <p>KY welcomed everyone to the meeting and introductions and apologies given. KY especially welcomed Alex Polak, attending his first St Agnes and Perranzabuloe CNP meeting, representing Andy Brown.</p>	
2	<p>Dualling of A30 from Carland Cross to Chiverton Cross – Update from Highways England</p> <p>A30 update from JH, Project Manager, Highways England – JH updated the meeting about the progress and next steps regarding the A30 improvement's between Chiverton Cross and Carland Cross. JH reiterated the main objectives for the scheme; it is the third highest congested piece of road network in the SW, it is the highest accident spot in Cornwall. The main focus is to reduce congestion and improve safety, plus to improve the</p>	

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	<p>general East/West traffic flow. The impact of the current road infrastructure upon tourism and the economy was also discussed and a video was played highlighting the views of tourists using the road network. Over 2K tourists were surveyed.</p> <p>JH updated about the recent Statutory Consultation on the proposed design There were over 800 responses. Generally it was received positively but there were some local concerns which included the following:</p> <ul style="list-style-type: none"> • <u>Cycle routes</u> – significant response from cycling community. As a result, there will now be an underpass at the new Chiverton junction to allow for cycle (and other non-motorised users) to cross from the north side of the junction into Truro. There is also a bid for funds to build a cycle bridge slightly west of the Chiverton junction. • <u>Slip Roads</u> – there was concern about the apparent lack of slip roads/junctions between Carland and Chiverton Cross. The modelling was revisited but the results supported the proposed design and this will not change. • <u>Height of the junction/visual impact</u> – The design intends to limit the visual impact of the new Chiverton junction. By adding the cycle underpass, it has meant that less lighting is required on top of the junction which significantly reduces the light pollution/visual impact. <p>Highways England submitted the proposed design to the Planning Inspectorate. The Planning Inspectorate is due to make its decision by 27 September 2018. If it is approved, Highways England will then commence the formal planning application.</p> <p>The submission made to the Planning Inspectorate can be found at this link: https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a30-chiverton-to-carland-cross-scheme/?ipcsection=docs</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • <u>Late October 2018</u> – Public drop-in events to share final proposals and provide summary of the scheme • <u>Spring 2019</u> – Formal examination of proposals • <u>Early 2020</u> – commence construction. <p>Questions:</p> <p>AP asked if designated funds for peripheral routes (non-Highways England network) would be open beyond Dec 2018. There was concern about the impact upon Zelah and Scotland Road (traffic heading from Newquay to Truro). JH was of the opinion that designated funds were available for</p>	

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	<p>application beyond Dec 2018. The key factor was demonstrate any amended scheme improved safety and/or the environment. Any designated funds needed to be spent by March 2021.</p> <p>RT asked if (at Carland Cross junction) eastbound traffic joining the existing A30 would have a designated lane to avoid congestion on the junction (and risk backing up onto the new A30). JH stated that it would not have a designated lane because traffic flow coming off here would be reduced (as all East/West traffic would simply carry on past without using the junction). However, the acceleration lanes would be longer to accommodate traffic flow.</p> <p>RT highlighted an issue of summer time traffic coming off at Fraddon and Mitchell to avoid queues and there needs to be greater communication between Cornwall Council and Highways England to stop this happening again. JH replied that this problem was caused by people using their satnavs and google maps. The issue should be reduced significantly when the new road is built. JH reiterated that 90% of traffic will be through-traffic.</p> <p>MC stated he was struggling to see the benefits for the people of Perranporth/Perranzabuloe parish and that the Goonhavern /A3075 road is getting worse with traffic numbers. SW replied stating that the modelling shows a reduction of 2K cars per day in Goonhavern so this would benefit the area.</p> <p>AH stated that if there are 2K less cars through Goonhavern, where does the modelling show where they actually go? JH did not have this information to hand, but said he would provide it via GT.</p>	JH/GT
3	<p>Notes of last Panel meeting (14 June 2018)</p> <p>AP – Page 2 para 2. AP stated he has still not had a reply from Phil Mason. He continued to state how the revised housing figures for the network area under the Local Plan showed the network already had a surplus of 674 planning permissions. JS also mentioned about CIL figures and was dissatisfied at how they are being calculated for the St Agnes area.</p> <p>AP – Page 2 Para 3 – AP stated that an Education Officer had now attended a parish meeting. The school has capacity for 210, and currently is operating at 203 pupils. Parking is a major issue and there does not appear to be an immediate solution.</p> <p>Page 3 Para 3: (Double yellow lines (DYLs) signage and enforceability of) correction: 'Adrian Drake (AD) stated that DYLs that are not seasonal do not require plates/signs and haven't done so for some time. Other yellow lines do.' Update: AD has now liaised with the CPE team and the Order(s) have been looked at. AD reports there are insufficient enforceable areas to allow enforcement on the permanent DYL areas. Thus, CPE won't</p>	

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	<p>action for now. So I cannot secure funds for renewal of lines etc. Page 4 – BF stated it should include the words <i>underpass and bridge</i></p> <p>The notes were agreed: Proposed by MC and seconded by AP Unanimous in favour vote from the Panel Members.</p>	
4	<p>Community Network Panel Highways Scheme Expressions of Interest</p> <p>GT reiterated the background of the scheme and thanked members (and their clerks) for the various submissions received. The intention was for a maximum of 10 schemes to be put forward for CORMAC to initially cost which would then inform the final decision at the next CNP meeting.</p> <p>In practice, GT had received 20 EoIs. However, a number of them can be grouped under the single TRO element. The list of schemes/EoIs received is attached to these minutes.</p> <p>GT recommended to the panel that he take all the EoIs to CORMAC and request an initial costing. It is intended that these be completed by the next panel meeting, whereupon the panel will vote/decide which schemes it wishes to put forward for this financial year.</p> <p>All agreed.</p> <p>There was some uncertainty about whether or not CORMAC had to be used to purchase VAS signs. GT thought they did, but BF had a briefing note stating they did not. GT to find out exact position and report back to the panel.</p>	<p>GT</p> <p>GT</p>
5.	<p>Items from Community Network Panel members</p> <p><u>Cubert</u></p> <p>AP stated that he was awaiting an update re the A3075 (Cubert Crossroads and Scotland Road) project. Cornwall Council had written to the Parish Council on 23 July stating that it would fund the remaining £25K for the feasibility studies. AP met Rick Clayton from Cornwall Council and there was a need to get various modelling outcomes completed in time to make a submission for designated funds in December. AP had met with Rick Clayton, and it was requested that this issue be discussed at the next CNP meeting on 22 November. GT and AP to liaise with Rick Clayton before the next panel meeting.</p> <p>AP stated that there had been a recent change in statute which now permitted Parish Councils to have sight of Economic Viability Appraisals when considering planning applications. This was welcomed by all.</p>	<p>GT/AP</p>

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	<p><u>Crantock</u></p> <p>AP stated, on behalf of Crantock PC, that Crantock Chair (Cllr Dobson) had requested that the CNP support Crantock in its Judicial Review against Cornwall Council Planning. AP also confirmed that Cllr Dobson had been advised to not attend the CNP meetings whilst legal action is ongoing. GT advised the panel that the CNP is not a legal entity and is merely a gathering of parishes councils, and therefore the network panel, per se, cannot support Crantock with the judicial review, but if individual parishes resolved to do so, that was a case for them to decide individually.</p> <p><u>Perranzabuloe</u></p> <p>MC requested if any other parishes had good/bad experiences with skate parks in their community. AP stated that Cubert's had been very well used. There was a caveat, however, in that any new build housing must be 30m distance from a skate park/play area. New housing in Cubert had meant that part of the skate park could no longer be used as it was too close to the developments. RT stated that St Newlyn East Parish Council was not happy with the state of the build or the cost of the flood lights. But recognised these were build issues, and not necessarily reflected on the community benefit of skate parks.</p> <p><u>Porthtowan/Mount Hawke</u></p> <p>JD stated she was attending the Economic Growth & Development Scrutiny Committee and that South West Water would be attending. JD was to send GT details of any information which may help the network panel's wish to have better engagement with SWW.</p> <p><u>St Newlyn East</u></p> <p>RT expressed dissatisfaction with the planning process and how two recent developments in the parish had exacerbated parking in the village. Added to that, the school requested two new classrooms but these have been built on land designated for parking. He stated that NDP groups are struggling and wished the views of local people carried more weight. People are not being heard. GT reminded RT that members of the public can still submit their concerns to their Cornwall Councillor to make submissions, but any objections have to be valid under planning law.</p> <p>Meeting closed at 2035hrs.</p>	JD
6.	<p>Agenda items for next meeting</p> <p>The agenda items for the next meeting will be:</p> <ul style="list-style-type: none"> • Cornwall Council Budget presentation (GT to invite Cabinet Member) • A3075/Scotland Road proposals (GT to invite highways officers) • Finalise Network Highways Scheme submissions 	GT GT

	Action Point	Action by:
7.	Date of next meeting and themes for future meetings Date: Thursday 22 November 2018 Time: 6.30–8.30pm Venue: Perranzabuloe Parish Rooms	
8.	Future Panel Meeting Dates <ul style="list-style-type: none"> - Thursday 21 February 2019 - Thursday 18 April 2019 - Thursday 20 June 2019 AGM - Thursday 19 September 2019 	