

**THE CORNWALL COUNCIL (ST AUSTELL TO A30 LINK ROAD) (CLASSIFIED ROAD) (SIDE
ROADS) ORDER 2020**

and

**THE CORNWALL COUNCIL (ST AUSTELL TO A30 LINK ROAD) COMPULSORY PURCHASE
ORDER 2020**

PROOF OF EVIDENCE - SUMMARY

ENGINEERING AND CONSTRUCTION

**BY
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(CONTRACTORS) LIMITED**

ON BEHALF OF CORNWALL COUNCIL

17 AUGUST 2021

PLANNING INSPECTORATE AND PLANNING CASEWORK UNIT REFERENCE:

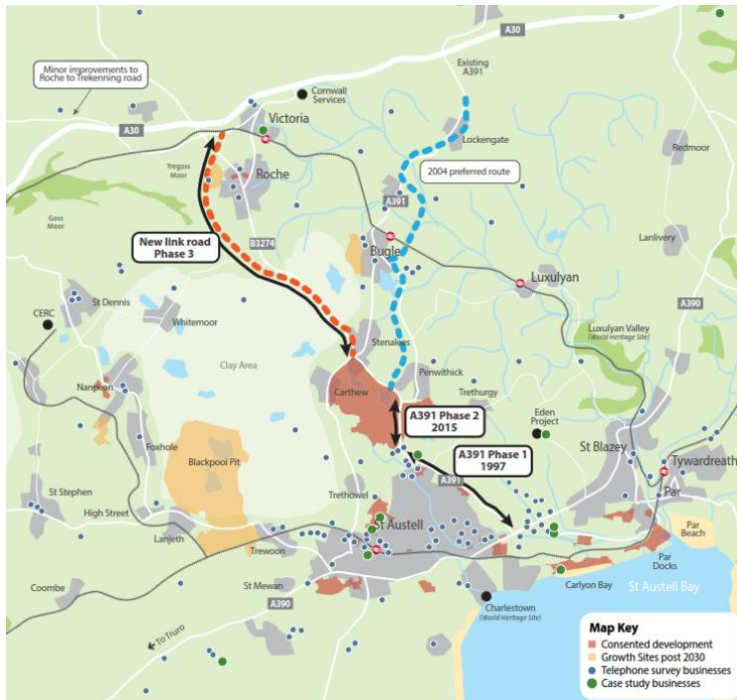
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1 SUMMARY AND CONCLUSIONS

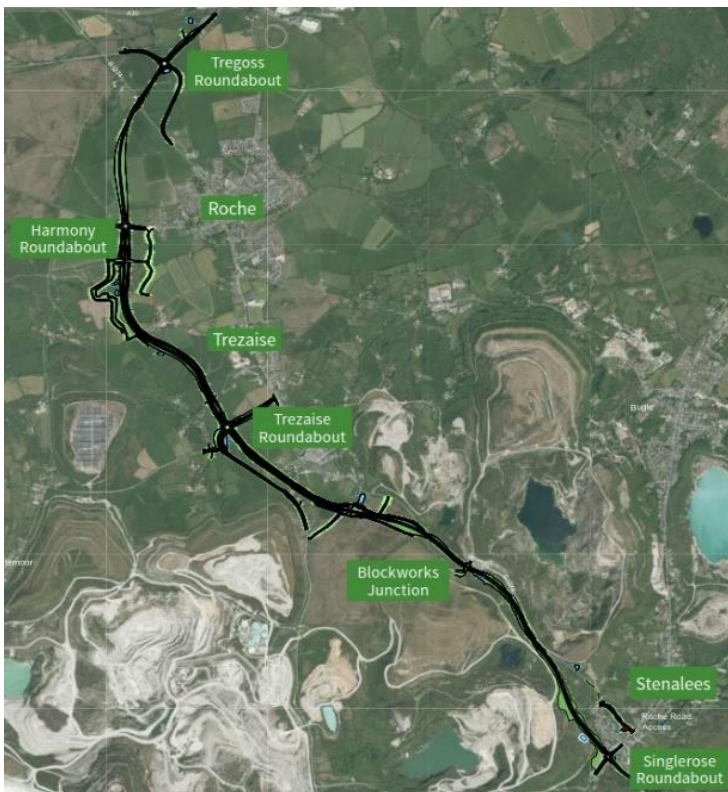
- 1.1 My name is Richard Bruten. I am a Project Manager for Alun Griffiths (Contractors) Ltd (“**AGC**” or the “**Contractor**”) and have been appointed as the Contractor’s Project Manager for the construction of the St Austell to A30 Link Road (the “**Scheme**”). My qualifications and background are set out in my main proof of evidence dated 17 July 2021 (my “**Proof of Evidence**”).
- 1.2 The purpose of my Proof of Evidence is to address the engineering and construction aspects of the Scheme and how this has been arrived at during the Design Stage.
- 1.3 My Proof of Evidence outlines the developed design, how the construction activities would be carried out, as well as how AGC would implement controls to minimise or avoid impacts on landowners, the local community, the travelling public and the environment.
- 1.4 Section 3 of my Proof of Evidence deals with the design and engineering of the Scheme. The Scheme proposes to provide a 6.2 km single carriageway link road between St Austell and the A30.¹ This will continue from the recently completed Carludon A391 Road Improvement and run between a revised Singlerose Roundabout and a new Roundabout at Tregoss. There will then be a link to the A30 via Victoria.

¹ The Scheme will provide circa 6.2km of new road and upgrade circa 0.54km of road linking in at the old A30.

Location Plan



Aerial Plan of Proposed Route



- 1.5 Section 4 of my Proof of Evidence deals with the management of the Scheme's construction and the corresponding aftercare. The Scheme delivery has been spilt into two phases being the Pre-Construction Services phase (Phase 1) and the Commit to Construct phase, which covers the main build and landscape aftercare period (Phase 2). The project is currently is currently at Phase 1. To date, all pre-construction planning conditions have been discharged.
- 1.6 The pre-construction services offer distinct advantages over conventional methods of procurement, in that the Contractor's team that would be responsible for eventual road construction is actively involved in the Scheme development process.
- 1.7 AGC operates an Integrated Management System ("**IMS**"). IMS is a form of standard management system which ensures that all AGC projects are delivered to an accredited standard. Within the Environmental section of the IMS, the key document that would be used to control and manage the environmental issues is the Construction Environmental Management Plan ("**CEMP**"). This would identify the construction method statements, developed in consultation with the statutory bodies and the Environmental Co-ordinator.
- 1.8 The day-to-day monitoring of site activities would be carried out by the Environmental Clerk of Works and members of the Site Team.
- 1.9 On completion of the construction phase of the Scheme, the AGC Team would continue to maintain the highway for 12 months and monitor and maintain the landscaping and environmental mitigation for five years. This phase would be managed by the AGC Team and the environmental specialists. At the completion of this five-year period, the management of the landscaping and environmental mitigation measures would be transferred to the Cornwall Council.

- 1.10 A Communications Strategy has been developed for the Scheme. The Public Liaison Officer will be appointed at the commencement of construction stage by AGC and would stay in this role for the duration of the Scheme. The strategy would be reviewed at regular intervals using public surveys and feedback linked to the project website and a text messaging service. One of the actions of the strategy would include the formation of a communications group comprising members of the Local Parishes and the Contractor's team. Other groups would also be formed to capture stakeholders' interests and ensure they are represented throughout the construction stage.
- 1.11 Section 5 of my Proof of Evidence sets out the approach that would be adopted to provide control through each element of the construction phase. It is currently anticipated that the construction activities for the Scheme would commence in late 2021. It is also anticipated that it would be completed in two and a half years (30 months), with an anticipated completion date of the bypass in Summer 2024. The works would be planned to ensure that the construction activities and traffic management would have minimal disruption to road users.
- 1.12 Following on from the Public Information Exhibitions, landowner meetings and the Orders Exhibition in July 2020, AGC has addressed the concerns of local landowners and residents about the construction work impacts wherever possible. For instance, the Scheme has the following construction proposals:
- 1.12.1 Existing rights of way would be maintained, where possible, throughout the construction period along with the existing routes or temporary diversions until the permanent routes are available. However, where the diversions cannot be safely maintained, an application to temporarily close the footpaths will be requested to ensure the safety of the public.
- 1.12.2 So as to allow the construction of the Scheme, the farm outbuildings and a

number of steel containers opposite Basset Close near to the Coldvreath Road would need to be demolished.

1.12.3 Until possession of the site is secured, construction traffic would use the existing roads to undertake early works such as fencing and site clearance. As soon as access through the site could be established, site movements of construction traffic would be along the new route.

1.12.4 With regards to environmental considerations:

1.12.4.1 Details on the environmental issues for the scheme are described in more detail in the proof of evidence of Mr Steffan Shageer's dated 17 August 2021.

1.12.4.2 All works would be undertaken as detailed in the CEMP and in accordance with ecological requirements. Protected species licences would be obtained for bats, badgers and dormice as necessary.

1.12.4.3 Temporary and permanent drainage and other environmental consents would be obtained where required. These will include land drainage consents from the local flood authority.

1.12.4.4 Site clearance operations would be undertaken in accordance with the Archaeological watching brief and the Archaeological Written Scheme of Investigation, as agreed with Cornwall Council Historic Environmental Services.

1.12.5 Detailed consultation with all of the service providers has continued throughout pre-construction services in order to reduce the need to divert services and where possible use protection. A number of diversions to

Statutory Undertakers' plant would need to be carried out throughout the construction programme.

1.12.6 Works on the majority of culvert structures would be undertaken early to allow the mass earthworks to commence in 2022. The two bridge structures are not key to the scheme earthworks and as such can be built at without impacting the earthwork progression. During the detailed design stage, there will be detailed consultation with Cornwall Council, and the Technical Approval Authority.

1.12.7 Existing topsoil would be removed for future use and stored in bunds along the edge of the scheme. It is anticipated that all earthworks materials won from the site would be reused and therefore no material would be removed from site. It is estimated that:

1.12.7.1 Approximately 469,000m³ of material would be excavated of which all the material would be suitable for re-use in structural embankments.

1.12.7.2 Approximately 187,000m³ of material to which Imerys Minerals Limited ("**Imerys**") own the mineral rights will be retained by Imerys during the removal of the material.

1.12.7.3 A volume of approximately 100,000m³ will be imported from the Southern end of the scheme during the excavation process being undertaken by Imerys.

1.12.8 Drainage attenuation ponds and outfalls would be established early in the construction sequence to act as both siltation lagoons during construction and to control the rate of site run-off into existing watercourses. Culverts on

existing watercourses would be installed early in the construction process to maintain existing drainage routes, create mammal crossing routes and to allow the earthworks operations to proceed unhindered.

- 1.12.9 Throughout the construction phase, all surrounding roads would remain open (either on their present route or via temporary/permanent diversions) and access to properties would be maintained at all times.
- 1.12.10 The risk of pollution during construction will be reduced by the adoption of good working practices and strict adherence to the Environment Agency Pollution Prevention Guidelines (“PPGs”).
- 1.12.11 An assessment of construction noise is detailed in the Environmental Statement and control measures are listed in the CEMP. AGC would liaise closely with Cornwall Council’s Environmental Health Team to ensure that all the construction noise is assessed and minimised.
- 1.12.12 Mitigation measures would be adopted to minimise dust and air pollution during the construction of the scheme. Full details can be found in the Environmental Statement and control measures are listed in the CEMP.
- 1.12.13 The Health and Safety file would be developed throughout the project and would be issued to the County Council on completion of the Scheme works. The Health and Safety file proves all relevant details and future maintenance requirements of the project, and will also include the Environmental, Landscape and Ecology Aftercare and Management Plan.
- 1.12.14 The Scheme would be registered under the Considerate Constructor’s Scheme.

- 1.13 To conclude, the pre-construction services process has allowed Cornwall Council as the Client, the Contractor and its Designer as well as the Client's representative MACE to form an integrated team early in the Scheme development process. This has allowed each member of the team to use their respective professional skills and previous experience at an early stage for the overall benefit of the Scheme development to date.
- 1.14 I am satisfied that the inclusion of AGC through pre-construction stage has brought confidence and a degree of certainty to a number of elements of the design; in particular, environmental and ecological issues, buildability, safety, traffic management, sustainability, programming and cost.
- 1.15 I am confident that all construction activities have been adequately addressed in the engineering and environmental design of the Scheme.
- 1.16 I am also confident that the Scheme costs and programme are realistic and that the land included in The Cornwall Council (St Austell to A30 Link Road) Compulsory Purchase Order 2020 and The Cornwall Council (St Austell to A30 Link Road) (Classified Road) (Side Roads) Order 2020 is both necessary and sufficient to construct the Scheme.