

**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**

**Summary Proof of Evidence**

on behalf of the

**Acquiring Authority**

prepared by

**Rick Clayton MSc BEng (Hons)**  
(Scheme development, Policy and Justification)

**17 August 2021**

**PLANNING INSPECTORATE AND PLANNING CASEWORK UNIT REFERENCE:**

**DPI/D0840/21/3**

## SUMMARY AND CONCLUSION

- 1.1 My name is Rick Clayton and I am the Major Scheme Lead in the Transport and Infrastructure Service at Cornwall Council. My experience and background are set out in my main proof of evidence dated 17 August 2021 (my "**Proof of Evidence**").
- 1.2 I led the project through the early stages of development for the construction of the St Austell to A30 Link Road (the "**Scheme**") and I continue to have a role guiding the Scheme.
- 1.3 Section 3 of my Proof of Evidence provides a commentary of the Scheme's development - through its history, review and development of options and onto the preferred option that is now being proposed.
- 1.4 The Scheme is being promoted to provide an improved highway link from St Austell to the A30 that will improve journey times and reliability and will link one of Cornwall's major centres of population to its key highway corridor. This in turn will facilitate growth and economic prosperity of the mid Cornwall area, and address congestion and severance issues caused by current high volumes of traffic and heavy vehicles in the villages of Roche and Bugle.
- 1.5 During the development of the Scheme, the Project team has undertaken extensive consultation with local residents, stakeholders, landowners, statutory bodies and local elected Members.
- 1.6 There have been two major rounds of public consultation on the Scheme. The first, which took place in summer 2016, focused on the objectives and broad options under consideration, seeking feedback and views that could inform the preferred route selection as well as preparation of the Outline Business Case. The second round of consultation took place in advance of the planning submission and was more focused on the preferred alignment and seeking feedback on the preliminary design that formed the basis of the planning application.

- 1.7 Alongside this process, further targeted engagement on areas of specific interest was undertaken and included a further 'mini' exhibition, round table discussions with stakeholders and a series of face-to-face meetings with all residents and landowners impacted by the Scheme. The consultation and engagement process helped inform the decision on the preferred option and helped shape the design development, junction strategy and access arrangements for the Scheme.
- 1.8 The requirements for a DfT compliant business case submission and the planning application process have ensured that the full range of strategic and detailed options have been fully explored in selecting and developing the preferred option for the Scheme, based on a combination of engineering feasibility, transport impacts, environmental considerations, public acceptability, costs and value for money.
- 1.9 As set out in section 4 of my Proof of Evidence, planning permission has been secured. The subsequent NMA and LBC have also been granted. Compliance with all relevant national and local policies has been demonstrated through this work. Therefore, all necessary planning consents are in place. In terms of discharge of conditions and other consents, these are either already in place or will be applied for at the appropriate time. As such, there is no legal or planning impediment to the delivery of the Scheme.
- 1.10 The objections that have been made to 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 relate either to the amount of land being sought through the use of compulsory powers or specific issues relating to impacts on future development potential and related access. All the objectors have been engaged with from an early stage in the Scheme development, and where practicable changes and improvements have been incorporated into the Scheme design to reflect their feedback and access requirements.
- 1.11 In my view, the processes and engagement undertaken have developed an affordable and deliverable Scheme that not only meets the identified objectives, but also

minimises the impacts on landowners and the environment as far as is practicable. It is testament to the extensive consultation and engagement that has been conducted that no objections have been made with reference to alternative options or need for the Scheme.