

Summary Proof of Evidence of Steffan Shageer

The Cornwall Council (St Austell to A30 Link Road) Compulsory Purchase Order 2020
and

The Cornwall Council (St Austell to A30 Link Road) (Classified Roads) (Side Roads) Order 2020

Planning Inspectorate and Planning Casework Number: DPI/D0840/21/3

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Quality information

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1. SUMMARY AND CONCLUSIONS

- 1.1 My name is Steffan Shageer. I am a Chartered Environmentalist (CEnv) with the Society of the Environment and a Full Member of the Institute of Environmental Management and Assessment (IEMA). My qualifications and background are set out in my main proof of evidence dated 17 July 2021.
- 1.2 I was the Environmental Impact Assessment ("**EIA**") Coordinator for the construction of the St Austell to A30 Link Road (the "**Proposed Development**") between 2017 and 2019, managing and coordinating the environmental technical disciplines to fulfil the EIA Regulation requirements, managing the EIA Scoping stage, the coordination of the impact assessments, and the production of the Environmental Statement ("**ES**").
- 1.3 My evidence provides a summary on the main findings of the ES including mitigation measures documented within the assessment by technical specialists. The impact assessment was carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and the Design Manual for Roads and Bridges (Volume 11 Section 2).

EIA SCOPING

- 1.4 As EIA Coordinator, I requested an EIA Scoping Opinion under regulation 15 of the EIA Regulations, supported by an EIA Scoping Report, produced by the AECOM team. It was submitted to Cornwall Council on 20th December 2017. Following submission, I presented our proposed scope to statutory consultees at a consultation event on 1st February 2018.
- 1.5 An EIA Scoping Opinion was received from Cornwall Council on 13th February 2018. The following topics were scoped into the impact assessment:
- Air Quality
 - Noise and Vibration

- Cultural Heritage
- Landscape and Visual
- Habitats and Biodiversity
- Geology, Soils and Ground Contamination
- Road Drainage and the Water Environment
- People and Communities
- Health Impact Assessment
- Materials and Waste
- Climate Change
- Cumulative Effects

1.6 The following assessments within the People and Communities chapter were scoped out:

- Housing quality and design;
- Access to healthcare services and other social infrastructure; and
- Crime reduction and community safety.

1.7 The Major Accidents and Disasters topic was scoped out of the EIA.

THE ENVIRONMENTAL STATEMENT

1.8 Within the EIA, environmental effects are classified as:

- **Adverse** – detrimental or negative effects to an environmental/socio-economic resource or receptor (where receptors are defined as a component of the natural created or built environment such as human beings, water, air, buildings, or a plant or animal affected by an impact);

- **Negligible** – imperceptible effects to an environmental/socio-economic resource or receptor; and
- **Beneficial** – advantageous or positive effects to an environmental/socio-economic resource or receptor. Where adverse or beneficial effects have been identified, they have generally been assessed against the following scale.

1.9 The ES is designed to inform readers of the nature of the Proposed Development; the likely significant effects; and the mitigation measures proposed to prevent, reduce and offset any significant adverse effects on the environment during the construction and operational phases.

1.10 The significance of environmental effects was evaluated to discipline specific standards and legislation. Where it has not been possible to quantify effects, qualitative assessments were carried out using professional judgement.

1.11 Technical specialists consider an environmental effect to be **significant** if the effect is classed as Moderate, Large or Very Large and **not significant** if it has been classed as Slight or Neutral.

1.12 The following table sets out the environmental effects which have been reported as significant within the ES, they provide a tabular summary of the main proof of evidence and cross references the paragraph numbers where effects are discussed in more detail.

Description of Significant Effect	Phase of Development	Adverse or Beneficial	Paragraph Reference to Main Proof of Evidence
Air Quality			
No significant effects reported	Construction and Operation	N/A	6.2 and 6.3
Noise and Vibration			
Noise from construction plant and equipment to nearby residential Receptors in the vicinity of Stenalees Hill in Stenalees and to the west and south west of Roche	Construction	Adverse	6.4
There will likely be an increase in noise to properties in Stenalees close to the southern end of the Proposed Development, isolated properties to the south-west and west of Roche and some properties near the northern end of the Proposed Development in Victoria	Operation	Adverse	6.5 and 6.6
Noise will be reduced for residents living close to the B3274 in Roche and, to a lesser extent, the A391 in Stenalees.	Operation	Beneficial	6.5 and 6.6
Cultural Heritage			
Change to setting to the Milestone at SX 200 566 (Grade II, NHLE 1379512) and to the Southern round barrow of group of three at the eastern end of Tregoss Moor (NHLE 1004231).	Construction	Adverse	6.8
Physical effects to the Ring Ditch (27) ad a possible enclosure system [15a-d]	Construction	Adverse	6.8
No Significant Effects Reported	Operation	N/A	6.9
Landscape and Visual			
Change of landform due to construction activities.	Construction	Adverse	6.11

Negative effects on Tranquillity due to construction activities.	Construction	Adverse	6.12
Removal of vegetation during the construction stage would lead to a negative effect on visual receptors and viewpoints.	Construction	Adverse	6.13
The impact on the existing landform at year 1 due to the direct loss of landform and seeded areas not yet established.	Year 1 Operation	Adverse	6.15
The operational phase of the Proposed Development would result in an increase of tranquillity within Roche	Year 1 Operation	Beneficial	6.16
No Significant Effects	Year 15 Operation	N/A	6.18 to 6.21

Habitats and Biodiversity

Habitat loss, Habitat fragmentation and Habitat degradation affecting Hensbarrow CWS	Construction and Operation	Adverse	6.22 to 6.24
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Geology, Soils and Contaminated Land

No Significant Effects Reported	Construction and Operation	N/A	6.25 to 6.28
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Road Drainage and the Water Environment

Runoff contaminated with fine sediment as well as chemical spillage could affect five watercourses	Construction	Adverse	6.29 to 6.32
Effects of surface De-icing runoff (temporal) affecting a tributary of the Upper River Fal) and a tributary of Demelza Stream)	Operation	Adverse	6.33 to 6.35

People and Communities

No significant Effects Reports	Construction	N/A	6.36 to 6.41
Scheme May affect Best and Most Versatile Land by impacting on 4 Agricultural Land Holdings	Operation	Adverse	6.43
The new Non-Motorised User provision as part of the Propose	Operation	Beneficial	6.44

Development effects during operation			
A number of business premises will benefit from improved accessibility, including Victoria Business Park and Trendale Industrial Park	Operation	Beneficial	6.46

Health Impact Assessment

No Significant Effects Reported	Construction and Operation	N/A	6.49 to 6.60
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Materials and Waste

The potential large increase in waste arisings greater than 5% of the current baseline (based on a worst-case assumption), could potentially cause a burden to the local and regional waste management infrastructure	Construction	Adverse	6.61
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Climate Change

No Significant Effects Reported	Construction and Operation	N/A	6.64 to 6.65
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Cumulative Effects

- Intra-project Effects:** It is possible that ecological and human receptors will experience intra-project cumulative effects during the construction phase which will be short-term and temporary in nature. Therefore, through implementation of mitigation measures outlined in a CEMP, cumulative effects are considered to be **minor adverse**.
- Human receptors in Roche will likely benefit from improved air and noise conditions due to a decrease in HGV movements. This, combined with improved visual effects and connectivity, will result in an overall **Moderate Beneficial** cumulative effect, which is **significant** in EIA terms.

- **Inter-development Effects:** There are two developments with potential to contribute to inter-developmental cumulative effects. The potential Inter-developmental cumulative effects are contaminated dust or infiltration due to soil disturbance, which will only become significant if the construction works occur simultaneously. These potential cumulative effects are considered **not significant**. In the worst-case scenario, that the construction works take place simultaneously, construction activities will be well controlled through implementation of the mitigation measures, as well as standard mitigation outlined in the CEMP, and in this scenario the cumulative effects would be considered **minor adverse**.

SUMMARY OF ENVIRONMENTAL EFFECTS AND CONCLUSION

1.13 Adverse effects which have been classed as **not significant** will likely be temporary in nature (i.e. reversible) and are considered normal for large scale of development.

1.14 Significant adverse effects throughout the construction phase include:

- Noise – nearby receptors may experience a **moderate adverse** effect from construction plant and equipment which is **significant**.
- Landscape and Visual – Existing character of the Landscape Character Area (Mid-Cornwall Moors) will have partial loss or noticeable damage, which would lead to a **moderate adverse effect** which is **significant**. Construction will have a **moderate/large adverse** effect on Viewpoints 1-19 which is **significant**.
- Biodiversity – construction will likely cause Habitat loss, fragmentation and degradation of Hensbarrow CWS this is classed as a **moderate adverse** effect which is **significant**.
- Water Resources – construction has the potential to increase run off contaminated with fine sediment and the risk of chemical spillage to nearby watercourses which have been classed as highly important, this has been classed as a **moderate adverse** effect which is **significant**.

- Materials and Waste - The potential large increase in waste arisings greater than 5% of the current baseline, could potentially cause a **major adverse** burden to the local and regional waste management infrastructure, which is **significant**.

1.15 The significant adverse effects for the construction phase are temporary and will only occur during construction except for Visual effects, which will persist until landscape mitigation is established in Year 15 of Operation.

1.16 Significant adverse effects throughout the operational phase include:

- Noise – nearby receptors may experience a **moderate adverse** effect from operational traffic which is **significant**.
- Landscape and Visual – at year 1, **moderate/large adverse** effects will occur at fifteen viewpoints these effects are considered as **significant**; by year 15 of operation, **moderate adverse** effects will potentially persist at four of the fifteen viewpoints (4, 6, 7, and 10) which is **significant**.
- Biodiversity – operation will likely cause degradation to Hensbarrow CWS, classed as a **moderate adverse** effect which is **significant**.
- Water Resources – operation of the road has the potential to increase surface de-icing runoff (permanently) to two high value watercourses, this is predicted to cause a **moderate adverse** effect, which is **significant**.

1.17 Significant beneficial effects throughout the operational phase include:

- People and Communities – The new Non-Motorised User route provision will potentially reduce journey times/lengths, change local travel patterns and access to community facilities, this effect has been predicted as **moderate beneficial** which is **significant**. There will be an increase in connectivity and access to St Austell once operational which has been classed as a **moderate beneficial** effect which is **significant**.

1.18 The significant effects described for the operational phase are classed as permanent in nature; they are significant in EIA terms however adverse effects are limited to a local geographic scale. Beneficial effects extend to a regional geographic scale due to the increase in connectivity within Cornwall that will be provided.

1.19 No **Very High Adverse** effects are predicted.

