

THE HIGHWAYS ACT 1980

AND

THE ACQUISITION OF LAND ACT 1981

**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**

SUMMARY PROOF OF EVIDENCE OF STEVE GUDGE

CORNWALL COUNCIL

PLANNING INSPECTORATE AND PLANNING CASEWORK UNIT REFERENCE:

DPI/D0840/21/3

Steve Gudge

Senior Project Manager

Cornwall Council

Council Offices

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1 SUMMARY AND CONCLUSIONS

- 1.1 My name is Steven Roy Gudge. I am a Senior Projects Manager within the Capital Projects Team in Cornwall Council (the "**Council**") and my qualifications and background are set out in my main proof of evidence dated 17 July 2021 (my "**Proof of Evidence**").
- 1.2 I have led this project for the construction of the St Austell to A30 Link Road (the "**Scheme**") in the role of Project Director since the time the Scheme achieved planning consent in April 2019 but have also supported the work of the earlier team lead by Rick Clayton. I have been active with the project since the Outline Business Case ("**OBC**") was submitted to the Department for Transport (the "**DfT**") in 2018.
- 1.3 Section 3 of my Proof Evidence sets out Government Guidance on the compulsory purchase process and when compulsory purchase powers should be used. My Proof of Evidence continues in section 4 to provide a commentary on the development of the Scheme from the perspective of how the original costing set out in the OBC were derived for the preferred option that is now being proposed and how that has been revised and adapted over time.
- 1.4 The funding for this scheme is a combination of capital funding being provided by the Council and funding through the Large Local Majors ("**LLM**") fund administered by the DfT. The Scheme is currently included within that programme following the submission of an OBC by the Council to the DfT and the subsequent acceptance by the Council of the DfT's offer of Programme Entry.
- 1.5 The release of the DfT funding requires only the satisfactory confirmation of The Cornwall Council (St Austell to A30 Link Road) (Classified Road) (Side Roads) Order 2020 (the "**SRO**") and The Cornwall Council (St Austell to A30 Link Road) Compulsory Purchase Order 2020 (the "**CPO**") (together the "**Orders**") and the submission of an

updated Full Business Case ("**FBC**"). Therefore, the confirming minister can have a reasonable expectation that funding would be available to complete the compulsory acquisition of the land that is the subject of the Orders within the statutory period.

- 1.6 The Scheme selected is the optimal route from all those considered and can be met for the least cost with the least impact on land acquisition. A robust cost plan was prepared for the Scheme's route as part of the development of the OBC and this has been further updated during the preparation of the FBC. As each procurement has been concluded, out-turn cost certainty has increased and the Scheme remains affordable within the confines of the available funding.
- 1.7 The financial risks associated with the delivery of the Scheme have been fully considered, particularly any that are resulting from delay and pressures resulting from inflation. A healthy risk allowance has been set and is included in the cost plan for the Scheme. This allowance is sufficient to be able to manage any changes in cost.
- 1.8 Although the advertising of the Orders resulted in the submission of two objections to the SRO and five for the CPO, none raised issues relating to the preferred route, how that was selected through route selection, how its final layout was derived from detailed junction optioneering or any aspect of its costing and funding (save for a minor point about inflation).
- 1.9 All of the objections to the SRO have been withdrawn as have a number of the objections relating to the CPO as a result of negotiations with the affected landowners. For those that remain, the landowners concerned have expressed support for the Scheme and their objections relate entirely to financial or contractual matters that do not impinge on the reasons for the Scheme, its route or its extent.