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ENVIRONMENT & LANDSCAPE  
Environmental Statement

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# A30 IMPROVEMENT AT MINZIES DOWN – ENVIRONMENTAL STATEMENT



\*HA 44/27/300# 1\*



THE DEPARTMENT  
OF TRANSPORT

**A30 TRUNK ROAD  
IMPROVEMENT AT MINZIES DOWNS**

**ENVIRONMENTAL STATEMENT**

## **CONTENTS**

### **VOLUME 1**

1. INTRODUCTION
2. EXISTING PROBLEMS
3. GENERAL DESCRIPTION OF AREA
4. PROPOSED SCHEME
5. EXISTING CONDITIONS AND ENVIRONMENTAL EFFECTS
6. MITIGATION
7. ROUTE OPTIONS
8. CONSULTATIONS
9. ENVIRONMENTAL IMPACT TABLES

### **NON-TECHNICAL SUMMARY**

### **APPENDICES**

1. LOCATION PLAN
2. ENVIRONMENTAL FACTORS PLAN
3. SCHEME LAYOUT PLAN

1. **INTRODUCTION**

- 1.1 The A30 Trunk Road is the most important traffic route serving the County of Cornwall and runs from Exeter down the middle of the peninsula to Penzance. The improvement at Minzies Downs is a 1.2km. long improvement to the westbound carriageway of the A30. The scheme is located on Bodmin Moor in the County of Cornwall, United Kingdom (See Appendix 1).
- 1.2 This Environmental Statement is published by the Department of Transport and issued in accordance with EC Directive 85/337 as applied by Sub-Section 105A of the Highways Act 1980.
- 1.3 The purpose of this Environmental Statement is to report the assessment of the likely effects of the proposals on the environment, possible mitigating measures and to give the public the opportunity to comment on the environmental issues before the project is initiated.
- 1.4 The Statement is divided into two parts as follows:-
- Volume 1** - a comprehensive document drawing together all the relevant information about the scheme.
- Non-Technical Summary (NTS)** - a brief report summarising the principal sections of Volume 1 in terms which are readily understandable by members of the public. The NTS is bound into this report but is also available as a free standing document.
- 1.5 This Environmental Statement is associated with the following draft Highway Orders:-
- The A30 Trunk Road (Improvement at Minzies Downs Side Road)  
Order 199 .
- 1.6 Comments on this Environmental Statement should be made to the following address no later than 24th February, 1994:-
- Director (Network Management),  
Department of Transport,  
South West Network Management Division,  
Falcon Road,  
EXETER,  
Devon,  
EX2 7LB

## 2.0 EXISTING PROBLEMS

- 2.1 The existing westbound carriageway at Minzies Downs contains a sharp vertical curve which reduces forward visibility to 90m. A vehicle travelling at 70 mph has an overall stopping distance of 96m. in dry conditions with good brakes and tyres. Therefore, in terms of visibility the road is inadequate and unsafe.
- 2.2 There is also a kink in the horizontal line of the road which tends to amplify the problem with the substandard vertical curve.
- 2.3 A substantial part of the nearside edge of the carriageway has no metre strip of construction outside the white edge line and there is no verge. Along this length the road is abutted by a Cornish hedge which, due to its close proximity to the carriageway, has been struck by vehicles on numerous occasions, including one accident resulting in a fatality.
- 2.4 Along a 750m. stretch of the westbound carriageway there are: three private dwellings with direct access onto the A30; one private track with direct access onto the A30; and one central reserve crossover and side road junction, the C232 to Colliford. This results in a very unsafe section of carriageway with vehicles accessing and egressing the main A30.
- 2.5 During the period 1989-1992 ten personal injury accidents were recorded on the A30 at Minzies Downs resulting in the following casualties:

Fatal	=	1
Serious	=	6
Slight	=	18

The amount of accidents is considered to be particularly high for a relatively short stretch of road, confirming the presence of unsafe road conditions.

Ten 'damage only' accidents were also reported during the above period and numerous unreported 'damage only' accidents are known to have occurred.

- 2.6 1991 Annual Average Daily Traffic (AADT) flows on this section of A30 are 9,400 vehicles. The forecast traffic flows for the year 2008 are 14,600 (low growth) and 17,500 (high growth) vehicles AADT. The forecast increase in traffic will lead to increased accidents along this stretch of road.
- 2.7 Recent improvements to the A30 between Okehampton to Launceston and Plusha to Bolventor have resulted in a high standard of dual carriageway. Minzies Downs is the first length of carriageway on the A30 from Exeter to be of a substandard nature.
- 2.8 The above factors, which present a high accident potential to both through traffic and local traffic using the accesses and junction, have resulted in a recent temporary local safety scheme at Minzies Downs prior to the proposed improvement.

3. **GENERAL DESCRIPTION OF AREA (Plan at Appendix 2)**

- 3.1 The existing A30 passes through the undulating granite landscape of Bodmin Moor at an elevation of approximately 280m. above sea level. The rugged moorland is of open aspect with little or no tree and shrub cover.
- 3.2 The area is characterised by moderately sloping hills with depressions. Accumulations of water in such depressions, through drainage from the surrounding topography, combined with the high rainfall characteristics of the region (enhanced by altitude) and the acidic substrata conditions have resulted in the development of a wetland system.
- 3.3 The A30 at Minzies Downs lies within the Bodmin Area of Outstanding Natural Beauty (AONB) and within land defined by Cornwall County Council in the Cornwall Countryside Local Plan as both an area of Great Historic Value (AGHV) and an Area of Great Scientific Value (AGSV). The land immediately to the north-west is common land and designated as a Site of Special Scientific Interest (SSSI).
- 3.4 There are three properties lying to the west of the A30 at Minzies Downs. The most northerly property, Middle Lord's Waste, lies approximately 5m. from the edge of the carriageway. Fourholes Cross, the middle property of the three, lies approximately 10m. from the edge of the carriageway and the most southerly property Lord's Waste Farm is approximately 120m. away from the A30. Each property has an access directly onto the A30.
- 3.5 100m. north-east of Middle Lord's Waste is a private access track to farmland and a forestry plantation from the A30. This track also incorporates a public footpath (No. 42).
- 3.6 180m. south-west of Lord's Waste Farm is a Class III Road, the C232 to Colliford which forms an at-grade junction with the existing A30.
- 3.7 Adjacent to the property known as Fourholes Cross is a Scheduled Monument (County No. 125) which is a large granite cross, located in a small recess abutting the A30.

4. **PROPOSED SCHEME (Plan at Appendix 3)**

- 4.1 The scheme, which is 1.2km. long, is designed to improve the horizontal and vertical alignment of the existing westbound carriageway to provide adequate standards of width and visibility. The road will be widened to 7.3m. throughout, with 1m. hard strips and full width verges.
- 4.2 The route is constrained by the properties of Middle Lord's Waste and Fourholes Cross to the south of the scheme and by the existing eastbound carriageway to the north.
- 4.3 The horizontal alignment roughly follows that of the existing road, but smooths out the bends. From the eastern end of the scheme, the alignment passes to the north of the properties at Middle Lord's Waste and Fourholes Cross before reaching a priority junction with the C232 Colliford Road. From the C232 junction the alignment continues west to its tie-in with the Shallowater Hill Improvement.
- 4.4 Commencing at the eastern end of the scheme the proposed road starts on a slight embankment, then enters a cutting at Middle Lord's Waste. The cutting continues past Fourholes Cross, to a depth of approximately 3m., smoothing out the hump in the existing line. The alignment returns to a level similar to that of the existing road approximately 50m. east of the 232 junction and continues along this level before going into slight fill at the western end of the scheme.
- 4.5 The private accesses of Lord's Waste Farm and Fourholes Cross will connect via a new private means of access into Colliford road. Middle Lord's Waste will have a new access connected into the private track at the eastern end of the scheme.
- 4.6 The existing use of the land taken by the scheme is mainly that of poor grassland for sheep and cattle grazing. The future use of the land is unlikely to change as a direct result of the scheme.
- 4.7 It is envisaged that the construction period would be five months. No additional land beyond the proposed highway boundary is expected to be required for construction purposes.

5. **EXISTING CONDITIONS AND ENVIRONMENTAL EFFECTS**

5.1 **AIR QUALITY**

- 5.1.1 Due to the surrounding rural landscape for this section of the A30, the air is of good quality. Traffic congestion is minimal, with very little build-up of vehicle exhaust emissions and no nearby industrial pollution. The undulating topography ensures plenty of air circulation, creating a clean air environment for all properties.
- 5.1.2 There are several vehicle emissions recognised as serious pollutants found on all roads. These are: hydrocarbons (HC), carbon monoxide (CO), carbon dioxide (CO<sup>2</sup>), oxides of nitrogen (NO<sub>x</sub>), soot and lead. Ancient crosses of this type were originally erected as direction markers for travellers and also hold some religious significance.
- 5.1.3 In light of the fact that the proposed scheme is an 'on-line' improvement, the predicted Annual Average Daily Traffic flows at Minzies Downs of 14600 (low growth) and 17500 (high growth) in the year 2008 are likely to occur with or without the scheme being built. Therefore, vehicle air pollutants will not be increased as a direct result of the scheme.

5.2 **CULTURAL HERITAGE**

- 5.2.1 A Scheduled Monument, known as Fourhole Cross (County No. 125), which consists of a large 11th Century granite cross, will require removal and resiting as part of the improvement. Ancient crosses of this type were originally erected as direction markers for travellers and also hold some religious significance.
- 5.2.2 There are no other Scheduled Monuments, listed buildings or archaeological monuments sites known to be within the vicinity of the site, although the area is defined as an Area of Great Historic Value due to the minor amount of change in landscape from previous historical periods.

5.3 **DISRUPTION DUE TO CONSTRUCTION**

- 5.3.1 As this scheme replaces the westbound carriageway with an 'on-line' improvement, there will inevitably be some disruption to the road users. Westbound traffic will need to be switched onto the eastbound carriageway by means of a contraflow system during the construction period.
- 5.3.2 Temporary access arrangements will be co-ordinated during the construction period for the properties of Middle Lord's Waste, Lord's Waste Farm and Fourholes Cross.
- 5.3.3 During removal of hard material in the cutting, noise levels at Middle Lord's Waste and Fourholes Cross may exceed 80dB(A). However the duration that the construction noise will be above 75dB(A) which is appreciated as being quite loud, is unlikely to be for periods long enough to justify noise insulation. A noise level of 75dB(A) is roughly equivalent to that emitted by a passenger car travelling at 60km/h at a distance of 7m.
- 5.3.4 It should be noted that the construction period for the scheme is likely to be only five months long, therefore, any disruption will be contained within a relatively short period.



5.3.5 Excessive vibration in the cutting during removal of hard material may cause structural damage to the property at Fourholes Cross due to its close proximity to the rock cutting. For this reason the property has been included in the Compulsory Purchase Order for acquisition as part of the scheme. Future negotiations will take place at the relevant time to establish the full extent of the acquisition as necessary.

5.3.6 Material will be transported by lorry and measures to reduce the dust and water pollution will be undertaken as part of the contract.

#### 5.4 **ECOLOGY AND NATURE CONSERVATION (Plan at Appendix 2)**

5.4.1 To the north-west of the A30 lies an area designated as a Site of Special Scientific Interest (SSSI) which is principally a large area of unimproved grassland with areas of wetland which are of high botanical interest; it is of major importance for nesting and wintering birds e.g. the winter population of the Golden Plover regularly reaches nationally important levels. The proposed improvement does not directly nor indirectly affect the SSSI.

5.4.2 The scheme takes approximately 1 ha. of land classified in the Cornwall Countryside Local Plan as an Area of Great Scientific Value (AGSV). The Bodmin Moor AGSV is described as being important for its grasslands, bogs, marshes, open stretches of water, tors and clutter slopes. The land taken by the scheme includes two areas of unimproved acid grassland separated by an area of improved reseeded grassland.

#### 5.5 **LANDSCAPE EFFECTS (Also see Section 9)**

5.5.1 The existing landscape consists of open expansive moorland, totally undivided apart from the roadside boundary fences, with vast views dominated by granite tor outcrops.

5.5.2 The scheme takes approximately 1 ha. of land designated by the Countryside Commission as an Area of Outstanding Natural Beauty.

5.5.3 The proposed scheme will reduce the visual impact of the road by placing a significant amount in cutting. The cutting will only be 3m. deep and will therefore not have a significant effect on the open landscape of the area. Middle Lord's Waste will experience a slight increase in visual obstruction, as the carriageway will be raised by approximately 0.5m. in this location.

5.5.4 The properties of Fourholes Cross and Lord's Waste Farm will experience a slight reduction in visual impact due to the road being in cutting.

5.5.5 No significant planting will take place, as this would not be in nature with the open, rugged landscape that is common to the Bodmin Moor area.

#### 5.6 **LAND USE**

5.6.1 The predominant land use is agricultural. The majority of the farmland is grassland for hill grazing. The land classification is Grade 5 for the unimproved grassland and Grade 4 for the reseeded grassland.

5.6.2 The scheme would take approximately 0.8 ha. of Grade 4 land and 0.2 ha. of Grade 5 land of which approximately 0.08 ha. is common land.

## **5.7 TRAFFIC NOISE AND VIBRATION**

- 5.7.1 All three properties at Minzies Downs presently experience a degree of traffic noise, estimated to be up to a level of 77.5dB(A) (Middle Lord's Waste), 75.6dB(A) (Fourholes Cross) and 64.9dB(A) (Lord's Waste Farm).
- 5.7.2 With the proposed improvement, over the first fifteen years of the scheme's design life, the worst affected facades for the properties of Middle Lord's Waste, Fourholes Cross and Lord's Waste Farm are likely to experience a noise increase of 3.9dB(A), 2.2dB(A) and 1.7dB(A) respectively.
- 5.7.3 There is not considered to be a significant increase in the amount of traffic vibration currently experienced at the above properties.

## **5.8 PEDESTRIANS, CYCLISTS, EQUESTRIANS AND COMMUNITY EFFECTS**

- 5.8.1 Due to the remote nature of the community and the lack of local facilities there is negligible use of the existing A30 by the above road users.
- 5.8.2 At present there are parts of the road without hardstrips or verge which discourage use by pedestrians or cyclists. The proposed scheme will have 1m. hardstrips and 2.5m. grass verges which will vastly improve the safety for any future users.
- 5.8.3 The existing public footpath along the private track at the eastern end of the scheme will be unaffected.

## **5.9 VEHICLE TRAVELLERS**

- 5.9.1 The view from the proposed road will be constrained to a large degree by the fact that a significant part of the scheme will be placed in a cutting. A proposed Cornish hedge forming the southern boundary of the road towards the western end of the scheme will also restrain the view from the road in this direction.
- 5.9.2 Views south-west, along the line of the road which are fairly extensive towards the western end of the scheme are not expected to alter significantly due to the 'on-line' nature of the scheme.
- 5.9.3 At present the substandard alignment requiring the driver's full attention, the inadequate sight distance available and the presence of three poor private accesses within a distance of 300m. result in a high degree of driver stress.
- 5.9.4 The proposed scheme will improve the alignment standards considerably and the three private accesses will be diverted into existing side roads which will relieve a large degree of driver stress.
- 5.9.5 Vehicle travelling times for the properties of Lord's Waste Farm, Fourholes Cross and Middle Lord's Waste will be increased by the provision of the new private means of accesses.

## **5.10 WATER QUALITY AND DRAINAGE**

- 5.10.1 No rivers or watercourses exist within the immediate vicinity of the site. A small wetland area in the form of a mire at the extreme western end of the scheme is unlikely to be affected by the scheme. Care would be taken during construction to ensure that any flow of water to the mire from the common land north of the scheme will be maintained.

5.10.2 The proposed scheme will result in an increase of approximately 1000m<sup>2</sup> of road surface area to be drained. Surface water will be taken into the new drainage system which connects into the adjacent Shallowater Hill scheme and will outfall into an existing culvert 100m. west of the Minzies Down Improvement. The increased drainage will have no significant effect on the existing water courses.

#### 5.11 GEOLOGY AND SOILS

5.11.1 The area is typical of the granite landscape encountered on Bodmin Moor. This consists of an undulating land form of igneous rock (granite) overlaid by a thin layer of peat. Although there are areas of the moor containing granite outcrops, tors and clitter slopes, there are none within the location of this particular site.

5.11.2 Material excavated from the cutting will be reused in the embankments with any surplus material disposed off site in licenced tips.

#### 5.12 POLICIES AND PLANS (Also see Section 9)

5.12.1 The Department of Transport have produced the document 'Trunk Roads, England into the 1990's' which outlines the responsibilities and objectives of the Department as follows:-

The trunk road network in England comprises some 6,600 miles of motorways and other roads for which the Secretary of State for Transport is the highway authority. The Secretary of State's purpose is to provide, maintain and manage a network of roads to cater for through traffic. The objectives underlying trunk road building and improvement continue to be:-

- to assist economic growth by reducing transport costs;
- to improve the environment by removing through traffic from unsuitable roads in towns and villages;
- to enhance road safety.

Value for money, concern for the environment and safety also determine how the network is managed and maintained.

#### 5.12.2 CORNWALL STRUCTURE PLAN

The Cornwall Structure Plan, with modifications, was approved by the Secretary of State for the Environment and became operative on 10th January, 1991. The Plan seeks to conserve the resources in terms of their aesthetic, nature conservation, architectural, archaeological and historic value, and in the case of the countryside, its roles as the primary resource of the farming and forestry industries. The following is a short extract from the Policies for Transportation section of the document.

##### Road Improvement and the Environment

The impact of road schemes on the environment is carefully considered when evaluating new road schemes and improvements to existing roads. A number of factors are taken into account including, the character and scale of the surrounding countryside, woodlands, sites of historic importance, residential and amenity areas, areas of landscape value, and sites of nature conservation value. The design and landscaping of schemes will seek to retain trees and other natural features, and where possible, reinstate local features such as Cornish hedges.

Where appropriate, opportunities will be taken to create potential wildlife habitats to help replace those which are being lost through road improvement schemes.

Due to the shape and geographical location of the County, Cornwall is heavily dependent on road transport. The distribution of the population means that car ownership is higher than the national average. The popularity of Cornwall as a holiday destination gives rise to a seasonal variation in traffic flows, particularly in the coastal regions and on the main roads into the County such as the A30.

The original Approved Policy 9A is reiterated and updated in the Alteration Policy T1. This states:

"... a major road network, of adequate standard to accommodate the demands for traffic movement placed upon it, will be established and maintained. The major road network will consist of:-

- (i) Primary Routes - Trunk and County Roads for Through and Long Distance Traffic:

A30 From Devon to Penzance."

#### 5.12.3 POLICY T7

The County Council will seek to minimise the environmental impact of new roads and road improvement schemes. New roads will not normally be located within the Area of Outstanding Natural Beauty, the Special Areas of Great Landscape Value, the Heritage Coasts or where they would adversely affect Sites of Special Scientific Interest or National Nature Reserves unless no feasible or economical alternative is available. In particular the design and landscaping of schemes will take account of the detailed siting and design factors referred to in Policy C16.

Other relevant Cornwall County Council policies listed in the Structure Plan are; C1, C3, C7, C8, C10, C11, C12, C16 and C19.

Any improvement to the stretch of the A30 Trunk Road at Minzies Downs will be affected by the aforementioned designations. No feasible or economic alternative is available.

#### 5.12.4 CORNWALL COUNTRYSIDE LOCAL PLAN

The Cornwall Countryside Local Plan (CCLP), adopted in 1985, covers the whole County and provides more detailed guidance on how Structure Plan policies will be applied to protect and enhance the County's rural environment. This type of local plan does not have a place in the new development plan system and it will eventually be superseded when district-wide local plans are adopted. Until this time, however, the CCLP continues in force and provides important amplification of Structure Plan policies.

#### 5.12.5 DISTRICT LOCAL PLANS

New arrangements for the preparation of development plans were introduced by the 1991 Planning and Compensation Act. The district councils are required to prepare district-wide local plans for their areas. The current Structure Plan, therefore, is the last for Cornwall to be prepared under the old system. A new Structure Plan looking ahead to 2011 will be adopted by 1996. In the meantime the current plan will continue to provide the strategic framework for development control and the preparation of district-wide local plans.

## 6. MITIGATION

### 6.1 **ECOLOGY**

- 6.1.1 The alignment adopted for the improved carriageway is in itself a significant mitigation in that it utilises the minimum acceptable geometric layout, resulting in minimal intrusion into the adjacent AONB, AGSV, AGHV and no land severance. An area of land will be given in exchange for the loss of common land to the scheme.

### 6.2 **DRAINAGE**

- 6.2.1 The surface water will be discharged into the existing highway drainage system via a petrol/oil interceptor incorporated at the eastern end of the adjacent Shallowater Hill Improvement.

### 6.3 **LANDSCAPING**

- 6.3.1 New planting will be restricted to reflect the open nature of the landscape. Local topsoil would be carefully stored to preserve seeds and plant litter and reused on cutting and embankment slopes to encourage re-colonisation by native flora. Where seeding of topsoil is necessary, a seed mix appropriate to the area would be used.
- 6.3.2 With a significant amount of the scheme in cutting there will be a reduction in visual impact particularly at Fourholes Cross. A Cornish hedge is proposed at the southern boundary of the carriageway between Fourholes Cross and the Colliford junction as a landscape feature. This will also reduce existing intrusion of the road on the landscape.
- 6.3.3 It is proposed to construct a wall as accommodation works at Middle Lord's Waste to alleviate the visual impact of the road on this property, although no definite agreement in principle has been reached.

### 6.4 **HERITAGE**

- 6.4.1 Care will be taken to remove and resite the ancient granite cross (County No. 125) known as Fourholes Cross. Measures will be taken to resite the cross as close to the original location as possible. With regard to this monument and the possibility of artefacts etc. of archaeological interest being unearthed during construction of the scheme, discussions will be held with English Heritage to consider a watching brief.

### 6.5 **TRAVELLERS**

- 6.5.1 Although vehicle travelling times from the properties of Lord's Waste Farm, Fourholes Cross and Middle Lord's Waste will be increased, this is offset by the significant road safety benefits for those travellers gaining access onto, or egress from the A30.

### 6.6 **NOISE**

- 6.6.1 A Noise Report conducted by the Cornwall Highways Laboratory will be assessed to consider if predicted noise increases justify some form of noise insulation to the properties of Middle Lord's Waste and Fourholes Cross. If the properties qualify then secondary glazing will be provided to eligible rooms as per the Noise Insulation Regulations 1975 (as amended in 1988).

7. **ROUTE OPTIONS**

- 7.1 An on-line route was the only option considered due to the short length of carriageway to be improved and the physical restraints of the properties to the south and the eastbound carriageway to the north.

8. **CONSULTATIONS**

The following bodies and organisations have been consulted:-

Environmental Advisory Unit of Liverpool University Limited  
Caradon District Council  
Cornwall Archaeological Unit  
English Heritage  
Countryside Commission  
National Rivers Authority  
English Nature  
Cornwall Highways Laboratory  
British Telecom  
South West Water Authority  
South West Electricity Board  
North Cornwall District Council

Comments from all of the above organisation have been taken into account in the development of the scheme.

9. **ENVIRONMENTAL IMPACTS TABLES**

9.1 The following information provides the environmental and economical consequences of the proposed scheme in tabular form. The tables also describe the implications of not constructing the scheme beneath columns headed "Do-Minimum".



A30 TRUNK ROAD - IMPROVEMENT AT MINZIES DOWNS

ENVIRONMENTAL IMPACT TABLES

GROUP 1: TRAVELLERS

Preferred Route Do Minimum

Comments

Sub-Group	Effect	Units	High Growth	Low Growth	Do Minimum	Comments
All Vehicle Travellers	Time Savings	£m(PVB)	-0.030	-0.021	0	Notes A, B + C each apply to the first three lines.  A. Each column shows the improvements of the preferred route over the 'Do Minimum' option. Hence the 'Do Minimum' entries are zeros  B. Present value of benefits (PVB) for a 30 year period from the expected date of opening and discounted to 1988 at 8% pa  C. Local accident rates are used for existing links and national average figures for vehicle occupancy and accident costs will apply
	Vehicle Operating Cost Savings	£m(PVB)	0.024	0.035	0	
	Value of Accident Savings	£m(PVB)	1.918	1.357	0	
	Total Reduction in Casualties over 30 years:					
	Fatal:	Number	6.3	5.5	0	
	Serious:	Number	44.8	38.6	0	
	Slight:	Number	107.5	92.6	0	
	Traffic Delays During Construction		Slight	Slight	None	
Pedestrians	Change in Amenity		None	None	None	

ENVIRONMENTAL IMPACT TABLES

GROUP 2: OCCUPIERS

Sub-Group	Effect	Properties Demolished	Units	Proposed Scheme	Do Minimum	Comments
Residential Properties Including Farmhouses	Properties Demolished	Number	0		0	Possible structural damage due to excessive vibration during construction may necessitate demolition of property at Fourhole Cross.
	Noise Effects Adjacent to New Road	Number of Properties Within Given Distance of Centre Line:				Properties identified relate to proposed scheme.
		0-50m	2		2	Fourholes Cross, Middle
		50-100m	0		0	Lords Waste
		100-200m	1		1	Lords Waste Farm
		200-300m	0		0	
	Noise Effects Adjacent to Existing Roads	Number of Premises Experiencing At Least A Halving Of The Present Traffic Flow	0		0	

ENVIRONMENTAL IMPACT TABLES

GROUP 2: OCCUPIERS (continued)

Sub-Group	Effect	Units	Proposed Scheme	Do Minimum	Comments
Residential Properties including Farmhouses (continued)	Visual Obstruction		High for 1 property Middle Lords Waste	High for 2 properties	Obstruction at Fourhole Cross will be reduced by proposed scheme.
	Visual Intrusion		High	High	'Do Minimum' and proposed scheme both highly intrusive from 2 properties, but proposed slightly improved due to being partly in cut.
	Severance:		Slight	No Change	Car journeys to gain access onto the A30 will be increased for residents of Middle Lord's Waste, Fourhole Cross and Lord's Waste Farm.
	Disruption During Construction		Slight	No effect	
Industrial Properties			-	-	None within the area of the scheme

ENVIRONMENTAL IMPACT TABLES

GROUP 2: OCCUPIERS (continued)

Sub-Group	Effect	Units	Proposed Scheme	Do Minimum	Comments
Commercial Properties		-	-	-	None within the area of the scheme
Schools and Hospitals		-	-	-	None within the area of the scheme
Farming	Disruption During Construction		Slight	Nil	
Land Take	Farms affected Hectares/ Number	0.96 ha 3 No. Farms		Nil	Lords Waste Farm (no severance) 0.65 ha Fourhole Cross (no severance) 0.14 ha Middle Lords Waste (no severance) 0.17 ha
	Common land areas Hectares/ Number	0.06 ha 1 area			Consists of pasture land with commoner rights

ENVIRONMENTAL IMPACT TABLES

GROUP 3: USERS OF FACILITIES

Sub-Group	Effect	Preferred Route	Do Minimum	Comments
Users of the Common Land	Reduction in amenity through land take	Exchange common land to be provided. Equivalent areas adjacent to the existing moor will be included in the CPO to provide exchange land.	No effect	

ENVIRONMENTAL IMPACT TABLES

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA

Policy	Authority	Interest	Proposed Scheme	Do Minimum	Comments
A. To protect Areas of Outstanding Natural Beauty Countryside Commission - to conserve and enhance the beauty of the English Countryside and to help people enjoy it	Countryside Commission, CCC	Preservation of the landscape quality of the area	The Route takes 1.08 ha of the AONB	No effect	County Structure Plan. The land taken for the proposed scheme has been kept to a minimum commensurate with an adequate standard of new road. Alignment ensures minimal visual intrusion.
B. To protect Sites of Special Scientific Interest English Nature - to promote the conservation of England's wildlife and natural features	English Nature, CCC	To protect the moorland habitat where it is of special interest	No effect on SSSI	No effect	County Structure Plan. The area to the south of the A30 is a proposed extension of the designated site. No habitats of national or regional importance will be directly affected.
C. To protect antiquities	English Heritage, CCC	Effect on tumuli, ancient monuments or areas of archaeological interest	Resiting of cross will be required. 1.08 ha of AGHV taken.	No effect.	Discussion will take place with English Heritage and the Cornwall Archaeological Unit.
D. Protection and improvement of Cornish Countryside	CCC	Countryside Local Plan to encourage protection of special areas of countryside and improvement of landscape	Route affects AGSV (1.08 ha), AGHV.	No effect.	County Structure Plan.
E. Protect AGSV					
F. Protect AGHV					

ENVIRONMENTAL IMPACT TABLES

GROUP 5: TRANSPORT, DEVELOPMENT AND ECONOMIC POLICIES

Policy	Authority	Interest	Proposed Scheme	Do Minimum	Comments
TRANSPORT To improve the A30 Trunk Road	DOT CCC	Improve trunk road access to West Cornwall	Significant local improvement	Sub-standard carriageway adversely affects safety	New Roads by New Means 1989 County Structure Plan Policy
DEVELOPMENT AND ECONOMIC To encourage commercial and economic development of the County	CCC	Improve the A30 Trunk Road	Significant local improvement	No effect	County Structure Plan Policy

ENVIRONMENTAL IMPACT TABLES

GROUP 6: FINANCIAL EFFECTS

Preferred Route Do Minimum Comments

Low Growth

High Growth

Units

Effect

1991 Q4

0

0.621

0.621

£m

Total Scheme Cost

Costs are discounted from years of expected expenditure to 1988 at 1988 prices

0

0.421

0.421

£m(PVC)

Scheme Cost

0

0

0

£m(PVC)

Change in Maintenance Cost

0

0.421

0.421

£m(PVC)

Total Cost

0

1.370

1.912

£m(PVB)

Total quantified monetary benefit

Includes savings in time, vehicle operating costs and accidents taken from Group 1

PVB = Present Value of Benefits

0

0.950

1.492

£m(NPV)

Net present value compared to do minimum





THE DEPARTMENT  
OF TRANSPORT

**A30 TRUNK ROAD  
IMPROVEMENT AT MINZIES DOWNS**

**ENVIRONMENTAL STATEMENT  
NON-TECHNICAL SUMMARY**

## CONTENTS

1. INTRODUCTION
2. EXISTING PROBLEMS
3. GENERAL DESCRIPTION OF AREA
4. PROPOSED SCHEME
5. EXISTING CONDITIONS AND ENVIRONMENTAL EFFECTS
6. MITIGATION
7. ROUTE OPTIONS
8. CONSULTATIONS
9. ENVIRONMENTAL IMPACT TABLES

## APPENDICES

1. LOCATION PLAN
2. ENVIRONMENTAL FACTORS PLAN
3. SCHEME LAYOUT PLAN

## 1.0 INTRODUCTION

The A30 Trunk Road is the most important traffic route serving the County of Cornwall and runs from Exeter down the middle of the peninsula to Penzance. The improvement at Minzies Downs is a 1.2km. long improvement to the westbound carriageway of the A30. The scheme is located on Bodmin Moor in the County of Cornwall, United Kingdom.

This Environmental Statement is published by the Department of Transport and issued in accordance with EC Directive 85/337 as applied by Sub-Section 105A of the Highways Act 1980.

The purpose of this Environmental Statement is to report the assessment of the likely effects of the proposals on the environment, possible mitigating measures and to give the public the opportunity to comment on the environmental issues before the project is initiated.

The Statement is divided into two parts as follows:-

**Volume 1** - a comprehensive document drawing together all the relevant information about the scheme.

**Non-Technical Summary (NTS)** - a brief report summarising the principal sections of Volume 1 in terms which are readily understandable by members of the public. The NTS is bound into this report but is also available as a free standing document.

This Environmental Statement is associated with the following draft Highway Orders:-

The A30 Trunk Road (Improvement at Minzies Downs Side Roads) Order 199 .

Comments on this Environmental Statement should be made to the following address no later than 24th February, 1994:-

Director (Network Management),  
Department of Transport,  
South West Network Management Division,  
Falcon Road,  
EXETER,  
Devon,  
EX2 7LB

## 2.0 EXISTING PROBLEMS

The existing road has a dangerous 'hump' and very poor visibility.

Three private accesses connect directly onto the existing road in the area of poor visibility. There is also direct access off the A30 to a private track and a priority junction with the C232 side road to Colliford.

The road is generally narrower than required standards and has no grass verge in places. There is also a Cornish hedge right next to the road which has been struck several times.

There have been many accidents on this stretch of road in recent years, including one fatal accident.

### **3.0 GENERAL DESCRIPTION OF AREA (Plan at Appendix 1)**

The existing road lies in the hilly upland area of Bodmin Moor. The rugged moorland is of open aspect with little or no tree and shrub cover.

The A30 at Minzies downs falls within an Area of Outstanding Natural Beauty (AONB), an Area of Great Scientific Value (AGSV) and an Area of Great Historic Value (AGHV). A Site of Special Scientific Interest (SSSI) lies immediately to the north-west of the road.

There are three properties situated in the vicinity of the site, these are: Middle Lord's Waste, Fourholes Cross and Lord's Waste Farm. Each property has an access directly onto the A30.

There is a private access track and public footpath 100m. north-east of Middle Lord's Waste and the C232 road to Colliford 180m. south-west of Lord's Waste Farm.

### **4.0 PROPOSED SCHEME (Plan at Appendix 2)**

The improved scheme will involve flattening out the existing dangerous 'hump', widening the carriageway and adding a grass verge.

Three private accesses will be closed and redirected into existing side roads.

The construction period is likely to be five months.

### **5.0 EXISTING CONDITIONS AND ENVIRONMENTAL EFFECTS**

#### **5.1 AIR QUALITY**

Due to the surrounding rural landscape, the air is of good quality, with little build up of vehicle exhaust emissions.

As the proposed scheme is an on-line improvement any increase in air pollutants will occur as a result of annual increases in traffic flows and not as a direct result of the scheme.

#### **5.2 CULTURAL HERITAGE**

A Scheduled Monument (County No. 125), known as Fourholes Cross, which is a large 11th Century granite cross will need removal and resiting.

The scheme lies in an Area of Great Historic Value, though no archaeological sites are known to exist at the site other than the granite cross.

#### **5.3 DISRUPTION DUE TO CONSTRUCTION**

The on-line nature of the scheme will require a contraflow system on the eastbound carriageway during construction.

Temporary access arrangements will be made for Middle Lord's Waste, Fourholes Cross and Lord's Waste Farm.

There will be a certain degree of construction noise during excavation of the cutting, although this is not high enough to warrant noise insulation.

As the construction period is only five months, any disruption will last for a short period of time.

Excessive vibration in the cutting may cause structural damage to the property at Fourholes Cross, therefore, the property has been included in the Compulsory Purchase Order for acquisition as part of the scheme.

#### 5.4 **ECOLOGY AND NATURE CONSERVATION**

To the north-west of the A30 lies an area designated as a Site of Special Scientific Interest (SSSI) which is of high botanical interest. The SSSI is not affected by the scheme.

The scheme takes approximately 1 ha. of land defined as an Area of Great Scientific Value.

#### 5.5 **LANDSCAPE EFFECTS**

The scheme takes 1 ha. of the designated Area of Outstanding Natural Beauty.

The proposed scheme will reduce the visual impact of the road by placing a significant amount in cutting although Middle Lord's Waste will experience a slight increase in visual obstruction due to the road being raised slightly in this area.

#### 5.6 **LAND USE**

Most of the land is farmland used for hill grazing of cattle and sheep. The land taken includes a small area (0.08 ha.) of common land.

#### 5.7 **TRAFFIC NOISE AND VIBRATION**

Middle Lord's Waste and Fourholes Cross will experience a significant increase in traffic noise.

There is not considered to be a significant increase in the amount of traffic vibration.

#### 5.8 **PEDESTRIANS, CYCLISTS, EQUESTRIANS AND COMMUNITY EFFECTS**

There is very little existing use of the A30 by the above road users.

The widening of the road and the inclusion of a grass verge will improve the safety for any future users.

#### 5.9 **VEHICLE TRAVELLERS**

The view from the road will be reduced by the fact that a significant part of the scheme will be in cutting and the proposed inclusion of a Cornish hedge.

Views south-west along the line of the road are not expected to alter from the existing views available.

The substandard nature of the existing road results in a high degree of driver stress.

The proposed scheme with increased standards of alignment and visibility and the removal of the unsafe accesses will relieve driver stress considerably.

Vehicle travelling times from Lord's Waste Farm, Fourholes Cross and Middle Lord's Waste will increase with the use of their new accesses.

#### **5.10 WATER QUALITY AND DRAINAGE**

No rivers exist within the site and a small mire at the western end of the scheme is unlikely to be affected.

New surface water drainage will feed water into existing drainage on adjacent sections of the A30.

#### **5.11 GEOLOGY AND SOILS**

The area is dominated by a typical granite landscape. This consists of an undulating land form of granite overlaid by a thin layer of peat.

Material excavated will be reused in the embankments with any surplus disposed off site in licenced tips.

#### **5.12 POLICIES AND PLANS**

The Department of Transport's publication 'Trunk Roads, England into the 1990's' outlines the objectives to improve the road network with value for money, concern for the environment and road safety being the main objectives.

The 'Cornwall Structure Plan' outlines the environmental considerations to be taken into account when building roads and Policy T7 states that new roads will not normally be located in Areas of Outstanding Natural Beauty (AONB) unless no feasible or economical alternative is available.

At Minzies Downs, any improvement to the A30 will affect the AONB. No feasible or economic alternative is available.

The 'Cornwall Countryside Local Plan' gives details on how Structure Plan policies will be applied to protect the County's rural environment.

'District Local Plans' give local considerations for their areas.

#### **6.0 MITIGATION**

The alignment uses the minimum acceptable layout in order to reduce land take. An area of land will be given in exchange for the loss of common land.

Surface water will be drained into the existing highways system via a petrol interceptor included in the proposed Shallowater Hill Improvement.

Planting will be restricted to reflect the open nature of the landscape. Local topsoil will be carefully stored and reused on the scheme.

Care will be taken to resite the granite cross as close to its original location as possible. Any items of archaeological interest would be monitored by English Heritage.

The cutting and a proposed Cornish hedge at the west of the scheme will reduce visual intrusion of the road on the landscape.

It is proposed to construct a wall at Middle Lord's Waste to alleviate the visual impact of the road on this property, although no definite agreement in principle has been reached.

Although travelling times for the properties with new accesses will increase their road safety will be much improved.

A noise report will be assessed to consider if Middle Lord's Waste and Fourholes Cross are eligible for noise insulation.

#### **7.0 ROUTE OPTIONS**

The option proposed was considered to be the only practical route.

#### **8.0 CONSULTATIONS**

The following bodies and organisations have been consulted:-

Environmental Advisory Unit of Liverpool University Limited  
Caradon District Council  
Cornwall Archaeological Unit  
English Heritage  
Countryside Commission  
National Rivers Authority  
English Nature  
Cornwall Highways Laboratory  
British Telecom  
South West Water Authority  
South West Electricity Board  
North Cornwall District Council

#### **9.0 ENVIRONMENTAL IMPACT TABLES**

The tables which provide the environmental and economical consequences of the scheme in tabular form can be found in Section 9 of the Environmental Statement.

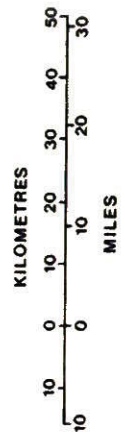
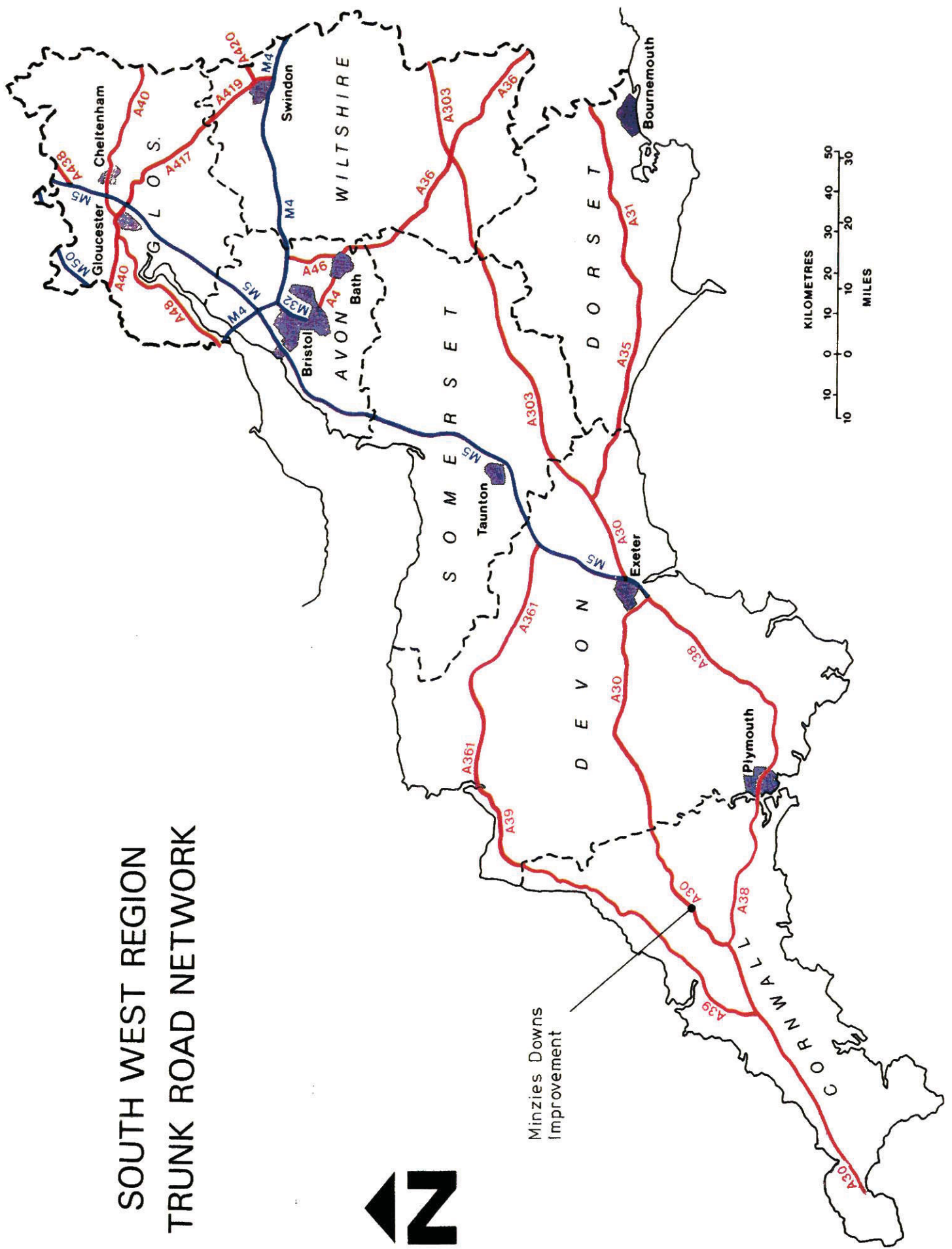
APPENDIX 1



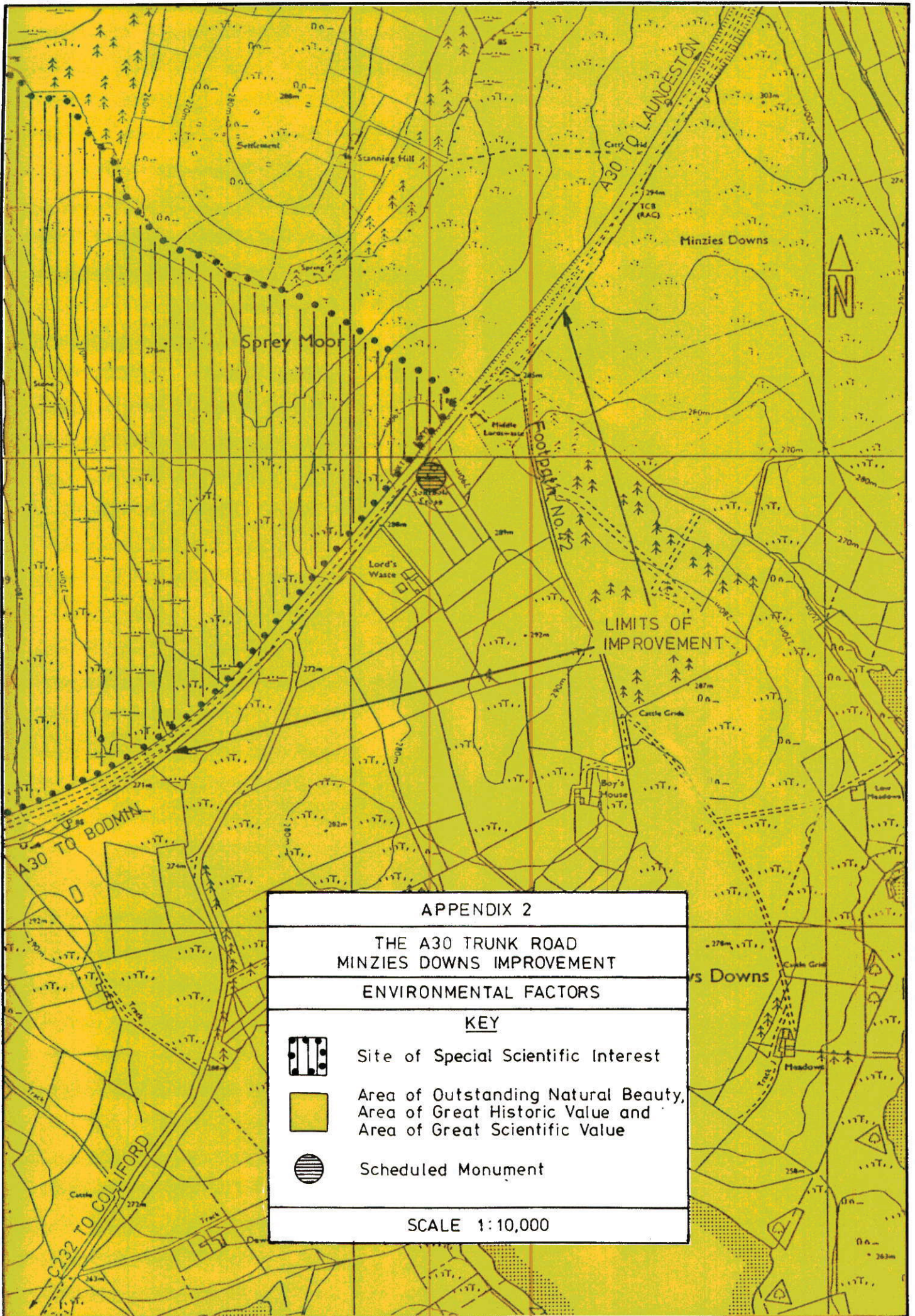
APPENDIX 2

APPENDIX 3

# SOUTH WEST REGION TRUNK ROAD NETWORK







APPENDIX 2

THE A30 TRUNK ROAD  
MINZIES DOWNS IMPROVEMENT

ENVIRONMENTAL FACTORS

KEY



Site of Special Scientific Interest



Area of Outstanding Natural Beauty,  
Area of Great Historic Value and  
Area of Great Scientific Value



Scheduled Monument

SCALE 1:10,000



