

CD 6.22

Town and Country Planning Act 1990

Acquisition of Land Act 1981

Local Government (Miscellaneous Provisions) Act 1976

The Highways Act 1980

Inquiry into:

**THE CORNWALL COUNCIL (LANGARTH GARDEN VILLAGE, THREEMILESTONE) COMPULSORY
PURCHASE ORDER 2022**

and

**THE CORNWALL COUNCIL (TRURO NORTHERN ACCESS ROAD) (CLASSIFIED ROAD) (SIDE
ROADS) ORDER 2022**

Summary Proof of Evidence

of

Tim Wood

Project Director – Truro Northern Access Road

2 January 2024

1. INTRODUCTION

- 1.1 I, Tim Wood, am a Project Director at Cornwall Council. I hold a B.Eng (Hons) in Civil Engineering and have been a Chartered Engineer for 32 years. I am a Member of the Institution of Civil Engineers (**MICE**) and a Member of the Chartered Institution of Highways and Transportation (**MCIHT**). I have been a Truro resident for 36 years.
- 1.2 I was previously directly employed by Cornwall County Council and (following the Council becoming a Unitary Authority) Cornwall Council (**Council**) for 28 years (ending in 2014), in which time I held many posts, latterly Assistant Head of Transportation, leading the strategic aspects of highways and transportation. I led the Council's civil engineering design and construction supervision functions before they became integrated into the Council's wholly owned arm's length company Cormac Solutions Ltd (**Cormac**).
- 1.3 I started my own company in 2016, Prenn Limited, through which I provide project management and project director services to a range of public and private clients. I have been working for Cornwall Council as a Project Director since 2018 and on the Northern Access Road (**NAR**) project since 2019. Since September 2022, I have been contracted via MWJV Ltd to provide the Project Director services to Cornwall Council on a secondment basis.
- 1.4 I became involved with the NAR project in December 2018, just as Cornwall Council was concluding its funding bid to Homes England for Homes Infrastructure Funding (**HIF**). My role since January 2019 has been to guide and develop the NAR project to delivery as part of the wider Langarth Garden Village (**LGV** or **Scheme**). I manage the HIF spend and direct the relevant Cormac and Council teams in the design and construction of the NAR.

2. SCOPE OF EVIDENCE

- 2.1 My proof of evidence addresses the following tests set out in the Government's Guidance on Compulsory purchase process and The Crichel Down Rules (2019) (**CPO Guidance**) (**CD 5.4**):
- 2.1.1 Paragraph 13 – clear idea of how the land acquired by the CPO is to be used to the extent that need relates to transport and highways infrastructure;
- 2.1.2 Paragraph 14 – sources of funding for the NAR and related highways infrastructure;
- 2.1.3 Paragraph 15 – how the programming of infrastructure works in connection with the NAR helps overcome physical impediments to delivery;
- 2.1.4 Paragraph 106 – the extent to which the Scheme contributes to the achievement of the economic, social and environmental well-being of the area, in respect of the NAR only.
- 2.2 My proof of evidence also addresses the specific requirements of Sections 14(6) and 125(3) of the Highways Act 1980 (**Highways Act 1980**). My proof of evidence contains the evidence on reasonably convenient alternative routes and means of access, as applicable, having regard also to the advice contained in the Department of Transport Circular 1/97 (**SRO Guidance**) (**CD 5.5**).

3. EVOLUTION OF THE DESIGN FOR THE NAR

- 3.1 During my time as Assistant Head of Transportation I was involved in liaison with the landowners and developers of this land to encourage a more holistic transport solution that would connect the

individual development site, manage traffic flows and coordinate sustainable transport options - rather than relying on three major independent developments each designing and delivering its own major junction with the A390 with no internal road linking the developments.

- 3.2 On the back of this liaison and the landowners individual development proposals for their sites, an early concept for a NAR alignment emerged in 2011/2012. This was referred to in the Truro Transport Strategy at the time as well as the 2012 'Land North of the A390 Truro/Threemilestone Development Brief' (**CD 2.6**).
- 3.3 In high level summary, at the time, the landowners adopted the principle of a linking spine road across the Site as a whole, but the individual development proposals were not well integrated.
- 3.4 The HIF award in 2019 was the key catalyst for the Council's decision to take on a proactive role in planning and delivering the Scheme. In 2020 Cormac reviewed the access requirements across the Site and, where necessary, made changes to the emerging NAR design to ensure continued safe access to the public highway network and to private land.
- 3.5 The Hybrid Application for the Scheme was validated in December 2020. Following planning submission the NAR technical design was progressed alongside the planning process, to develop more of the detailed three-dimensional aspects to finalise e.g. carriageway crossfalls and drainage manhole locations.

4. FUNDING FOR THE NAR

- 4.1 Addressing the requirements of Paragraph 14 of the CPO Guidance (**CD 5.4**), the NAR benefits from £47.45m HIF grant. The HIF grant is in respect of road and connections, excluding the Eastern Junction and utilities and services serving development parcels. The HIF estimate in 2019 included several assumptions to cover the likely design development of the NAR including risk, inflation, contingency and optimism bias. Those factors are reviewed on a monthly basis to ensure the project is being delivered within budget.
- 4.2 Certain new utilities and services within the road corridor serving the future housing and commercial development will also be laid along the NAR. The cost of this provision is being forward funded by the LGV Programme (i.e. the Council's investment in the Scheme – see paragraph 6.1 of Mr Mason's proof of evidence – **CD 6.1**). The Eastern Junction is also being forward funded by the LGV Programme.
- 4.3 Therefore, with regard to paragraph 14 of the CPO Guidance, there are clear sources of funding for the delivery of the NAR (HIF works package), additional services as well as the Eastern Junction.

5. NEED FOR THE NAR AND BENEFITS IN SPATIAL PLANNING TERMS

- 5.1 An early concept for a NAR alignment emerged in 2011/2012 as illustrated in the 2012 'Land North of the A390 Truro/Threemilestone Development Brief' (**CD 2.6**). Although never classified as a strategic highway improvement, it serves a number of very important transport roles. In response to paragraph 106 of the CPO Guidance, as well as unlocking the development of this allocation area, the key economic, social and environmental benefits of the NAR are that it:

- 5.1.1 encourages journeys within the development area and to adjacent areas without needing vehicle access on the A390;

- 5.1.2 encourages and supports pedestrians and cyclists, thus reducing traffic flow overall;
 - 5.1.3 reduces traffic congestion at A390 Treliske roundabout, by allowing traffic from the Royal Cornwall Hospital (**Hospital**) and Treliske Industrial Estate to enter and exit the site from the west via the NAR rather than the A390; and
 - 5.1.4 reduces congestion and journey times on the A390.
- 5.2 Further benefits of the NAR include:
- 5.2.1 a segregated cycleway from the new West Langarth Roundabout to the Hospital which encourages cycling for short journeys and reduces reliance on the private car;
 - 5.2.2 a secondary access for the Hospital, avoiding the Hospital being reliant on a single access to the A390 primary road network, improving the resilience of the Hospital and affording an additional access for emergency vehicles as well as for deliveries, staff and visitors; and
 - 5.2.3 a secondary access for Treliske Industrial Estate which allows westbound and A30 bound traffic to exit the Industrial Estate (and adjoining Retail Park) via the Oak Lane Link onto the NAR reducing peak time congestion and delays on both the A390 and Penventinnie Lane.

6. TECHNICAL DESCRIPTION

- 6.1 The NAR is a single carriageway urban distributor road serving residential areas, with a 20mph speed limit and a segregated cycleway. The NAR will be a bus route.
- 6.2 The length of the road, including the necessary works at the west to tie-in the road levels, is about 4 km.
- 6.3 It is served by two primary junctions on the A390: one at West Langarth and the other at Maiden Green referred to as the Eastern Junction.
- 6.4 At the eastern end of NAR, an existing private road owned by the Hospital will be improved and dedicated as public highway on completion ensuring the NAR creates a continuous public highway link.

7. EXPLANATION OF THE LAND REQUIREMENTS FOR THE NAR

NAR

- 7.1 The CPO and SRO include the land required to construct, operate and maintain the NAR. In response to paragraph 13 of the CPO Guidance, in my proof of evidence I consider the various components informing the land take, including the width, gradient, earthworks, speed, drainage and sustainable transport requirements for the NAR which have informed the extent of land required. I also compare the equivalent components under the previously consented schemes for the Site, to provide a rationale where there are differences. These include in particular the NAR's design response to guidance produced by the Department for Transport regarding segregated cycle facilities which was not in place at the time of design of the previously permitted schemes for the Site.

7.2 In my proof I also explain the different alignment options that were considered for the NAR and why the selected option was preferred. The key reasons included provision of driver choice to use the NAR rather than continue on the A390 (to reduce A390 flows), the need for space to incorporate the required at-grade crossing points to promote walking and cycling, the bendy alignment to naturally control vehicle speeds to the proposed 20mph limit, the maximum gradient of 6%, the need to serve the development land and to integrate with the key points at A390 West Langarth and the park and ride site, the need to avoid large tree loss at Langarth village centre and to join the permitted Maiden Green PFS junction and to cater for an Oak Lane Link and connection to the Hospital. Other factors were the need to avoid wetland and to achieve safe distances from the 132kV power cables and pylons together with the results of landowner engagement undertaken between 2019 and 2021, alongside the planning process for the Scheme and before the CPO and SRO were made.

Junctions

7.3 In my proof I also set out why the final design of the NAR provides two A390 junctions whereas the previously permitted schemes for the Site had four junctions. This is because LGV NAR traffic modelling demonstrated that only one junction in addition to the West Langarth Junction was required to avoid delays on the A390. In my proof I explain why the Eastern Junction was the preferred option for the second junction, including how it already had a planning precedent via the previous Maiden Green Permission (**CD 3.26**) as well as the stand-alone petrol filling station (**PFS**) Permission (**CD 3.20**) at a capacity that would be sufficient for the Scheme. I also explain the need for the land required for the Eastern Junction to be included within the CPO, and why the Council has progressed its own reserved matters application (ref PA23/07445) for the Eastern Junction and Link in order to provide certainty of delivery due to transport modelling showing how the Eastern Junction and Link must be constructed for the NAR to be open to the public and thus avoid all NAR traffic passing via the Hospital and overloading the A390 roundabout at Treliske.

7.4 Hospital area road improvements

7.5 Land through the Hospital site, matching its existing private road, was included in the CPO in the event that no other form of agreement could be reached. However, the highway works and dedication agreement (**CD 5.3**) means that it is not necessary to implement the CPO in respect of any of the RCHT's interests within the boundary of the CPO.

Oak Lane Link

7.6 It has been agreed with the existing landowner that, should the CPO be confirmed, it will not be necessary to implement the CPO with respect to plot 625 as the earthworks design has been modified to avoid taking commercial frontage.

Summary

7.7 In summary, the land take is the minimum necessary to deliver the NAR and facilitate the delivery of the wider Scheme.

7.8 The evidence presented in section 8 of my proof address Paragraph 13 of the CPO Guidance and gives a clear idea of how the land acquired by the CPO is to be used.

8. IMPACT OF THE CONSTRUCTION AND OPERATION OF THE NAR ON THE WIDER HIGHWAYS NETWORK

Operation period impacts

- 8.1 The operation of the completed NAR will be beneficial to the A390 by providing a traffic relieving effect and also by providing a parallel route in emergency scenarios when a diversion is required in the event of A390 closure.

Construction period impacts

- 8.2 The majority of NAR crosses fields so there is very limited construction impact on the existing highway network. Access will be maintained on all the existing minor highways with closures limited to short durations to make temporary diversions or realignment onto the NAR. Where closures are necessary these will have signed traffic diversions.
- 8.3 The most significant construction impacts will be to the A390 at West Langarth and the Eastern Junction and Link where there will be extensive traffic management to construct the new junctions. Phased construction will be adopted to divert traffic onto temporary or part completed carriageway to minimise the requirement for lane closures.
- 8.4 Landowners will be advised of planned changes to private means of access to allow proposals to be discussed before implementation.

9. PROGRESS ON THE NAR TO DATE

- 9.1 As evidence of the Council's commitment to the Scheme generally and to the NAR specifically, my proof summarises the key milestones in the NAR programme to date including progress and the status of delivery of the Interim Link Road (constructed in 2020/ 2021), commencement of construction works on the public highway (August 2022), tree felling (February 2023), discharge of pre-commencement planning conditions for the NAR (March 2023), commencement of major earthworks at West Langarth Junction (April 2023), topsoil stripping and archaeological mapping and sampling at the eastern section of the NAR (August 2023), ecological works (October 2023).
- 9.2 This part of my proof addresses the test in Paragraph 15 of the CPO Guidance; it demonstrates how the NAR works and related works to lay services and future works to construct the Eastern Junction help overcome physical impediments to delivery.

10. CHANGES TO THE CPO AND SRO LINKED TO THE NAR WORKS

- 10.1 The CPO and SRO Maps (see **CD 4.2** and **CD 4.4** respectively) have been kept under continuous review as the Scheme design and delivery has been progressing, to ensure the minimum necessary land take. Where possible, there have been some minor adjustments (within the CPO and SRO boundaries) to accommodate representations and negotiations.
- 10.2 These adjustments are recorded in the Cormac 'Side Road Design Technical Note' 1892-CSL-HSR-00MZ-RP-D-0001-P04 appended as **Appendix TW1**.
- 10.3 On completion of the construction and adoption of the NAR, surplus land not required for the ongoing operation of the Scheme will be offered back to the landowners.

11. NEED FOR THE SRO

- 11.1 The SRO supporting the Scheme is required to:
- 11.1.1 Create new public highway – to create the NAR, access tracks to ponds, new side roads and bridleways.
 - 11.1.2 Make changes to existing public highway – where it is severed by the NAR and is reconnected to maintain access for highway users.
 - 11.1.3 Amend existing private means of access – where impacted by the NAR to provide reasonably convenient alternative access to private property.
- 11.2 The new highways to be created by the SRO are set out in paragraph 10.20 of the Statement of Case (**CD 4.5**). The highway to be stopped up is set out in paragraph 10.21. Private means of access to be stopped up are itemised in paragraph 10.22. Private means of access to be created are itemised in paragraph 10.23.
- 11.3 I am satisfied that as respects each length of highway being stopped up pursuant to the SRO, that another reasonably convenient route is available or will be provided before that length is stopped up and as respects each length of private means of access to be stopped up pursuant to the SRO, that other reasonably convenient means of access to relevant premises are available or will be provided before that length is stopped up.
- 11.3.1 Failure to confirm the SRO would prevent the necessary changes being made to the local highway network to enable the implementation and delivery of the Scheme.

12. **OBJECTIONS TO THE CPO AND SRO**

- 12.1 All remaining objections relating to the NAR and other highways infrastructure have been withdrawn.

13. **CONCLUSION**

- 13.1 My proof has detailed how the NAR was conceived, designed and funded. I have demonstrated where existing highways and accesses will be amended how alternative access is reasonably convenient.
- 13.2 In response to paragraph 13 of the CPO Guidance, the NAR and SRO are required to facilitate the delivery of the Scheme. The land take for the NAR and related side roads was informed by various considerations. The Council looked at width, cross sections, gradient, nature and extent of earthworks, ecological constraints, speed environment, drainage requirements, requirement for cycling provision, alignment, development constraints such as power, levels, junction requirements, the Hospital's use requirements. These considerations were assessed against, inter alia, feedback arising from landowner engagement which preceded the making of the CPO and SRO. The NAR benefits from detailed planning under the Hybrid Planning Permission which provides clarity on how the land required for the NAR falling within the CPO and SRO will be used. Finally, I have explained how the Council has approached the CPO and SRO maps iteratively over time and reduced land-take where possible. Overall, the land take for the NAR is the minimum necessary to deliver the new road and help unlock the delivery of the wider Scheme.

- 13.3 In response to paragraph 14 of the CPO Guidance, the NAR works benefit from £47.45m HIF grant funding and the project is running on budget. The services and Eastern Junction and Link are being forward funded from the Council's investment.
- 13.4 In response to paragraph 15 of the CPO Guidance, I have explained the progress of the NAR and related infrastructure works to date and how they are programmed to be carried out in the future in a way which minimises impacts on the wider highways network. The NAR, once constructed, will unlock the development of the Site and thereby overcome a significant impediment to delivery.
- 13.5 With regard to the tests in the SRO Guidance, I am satisfied that, with regard to each length of highway being stopped up pursuant to the SRO, another reasonably convenient route is available or will be provided before that length is stopped up and with regard to each length of private means of access to be stopped up pursuant to the SRO, that other reasonably convenient means of access to relevant premises are available or will be provided before that length is stopped up.

14. STATEMENT OF TRUTH

- 14.1 I confirm that I have made clear which facts and matters referred to in this report are within my own knowledge and which are not. Those that are within my own knowledge I confirm to be true. The opinions I have expressed represent my true and complete professional opinions on the matters to which they refer.

Tim Wood

2 January 2024

A handwritten signature in black ink, appearing to read 'Timothy Wood', written in a cursive style.