### Key Issues –

This stretch of the A30 passes through a very sensitive area, which needed to be addressed in the Environmental Impact Assessment (EIA) and mitigation:

- The route passes through Bodmin Moor, part of Cornwall Area of Outstanding Natural Beauty (AONB). A number of viewpoints and scheduled monuments, mainly Bronze Age barrows, overlook the route.
- Bodmin Moor is also important for wildlife and is a Site of Special Scientific Interest (SSSI). Dormouse, otter and bats, as well as other species, use habitats in close proximity to the A30.
- The route is bordered by 18 residential dwellings and two fuel stations.
- The route drains to the headwaters of the Camel and Fal River catchments, in addition to a SSSI and commercial fishery.
- The scheme requires small amounts of agricultural land take, including some areas of Common Land for which compensation land was required.

### Purpose of the project

The A30 is Cornwall’s most important traffic connection with the rest of the UK and is a vital artery for tourism and businesses. With the exception of this 4.5km of single carriageway, it is dualled for 140 km from Exeter to Carland Cross. The Improvements will decrease congestion at peak times, lower the amount of accidents and increase safety, journey reliability and economic prosperity in Cornwall.

### Description of the project

Cornwall Council proposes to improve the existing single carriageway section of the A30 trunk road between Temple and Higher Carblake, bringing it up to dual carriageway standard.

The project starts at Higher Carblake and closely follows the existing road alignment to Temple Tor, which will dual 4.5km (2.8 miles) of single carriageway road, linking to the existing dual carriageway at either end (total scheme length 5.15km).
Lessons learnt

The project has a long history, with several options proposed over the last 10 years. This history proved advantageous to both provision of baseline data and design, including the consideration of alternatives.

PB’s environmental specialists worked closely with the Client’s design team (CORMAC Solutions Ltd’s Engineering Design Group). Prior to commencement of the EIA, the design team had undertaken extensive value optioneering of the route. This meant that the footprint and structural elements had already significantly reduced environmental impact.

PB’s environmental specialists could therefore concentrate on fine-tuning the detailed design with CORMAC to incorporate elements such as otter passes, landscaping proposals and drainage features.

Designers, planners and environmental specialists worked together throughout the consultation process. Any concerns raised by local residents were quickly communicated to the team. The design and mitigation were adjusted to directly address these issues. Face to face contact with consultees helped communicate both problems and solutions.

Lessons learnt cont. –

This was particularly important for proposing replacement Common Land. Cormac worked closely with registered Commoners, while PB ecologists advised on habitat requirements where this was also SSSI designated.

The landscape in this area is largely open and wild sections of moorland and the landscape design needed to reflect this, while still providing discreet screening for nearby residents.

A well-studied population of dormice is known to be present at the western end of carriageway due to be widened. They are known to cross the carriageway. This informed the impact assessment and mitigation against habitat fragmentation.

Some sections of the A30 drain directly to ground or surfacewater and there was the opportunity to improve water quality through introducing a SUDS drainage design.

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