

ST ALLEN PARISH COUNCIL
MINUTES OF THE EXTRA-ORDINARY MEETING HELD ON MONDAY 8th APRIL 2019
AT ST. ALLEN CHURCH

Present: Cllr. McCulloch (Chairman)
Cllr. Hare (Vice-Chairman)
Cllr. Hicks
Cllr. Orrell
Cllr. Wilson
Cllr. Wootton

In Attendance: Miss J Ritchie (Clerk)

1. Apologies of Absence
 - 1.1 No apologies were received.
2. A30 Chiverton to Carland – to agree Statement of Common Ground between Highways England and St Allen Parish Council
 - 2.1 As the Parish Council had already submitted its formal response to Highways England and the purpose of this meeting was to finalise this into a formal agreement with Highways England, members agreed to discuss all matters fully.
 - 2.2 1. Route Selection:
 - 1.1 Parish Council will agree with Highways England: the road cannot be lowered further at Marazanvose as this would cause groundwater problems in drainage pond 10.
 - 2.3 2. Mitigation – Noise and Landscape:
 - 2.1 Parish Council will agree with Highways England – use of screen planting (wood and oak scrubland), engineering design of alignment & cutting to integrate the road into the landscape and reduce visual effects at Marazanvose.
 - 2.4 3. Public Rights of Way – People and Communities:
 - 3.1 Parish Council disagrees with Highways England – the section of road (St Fredas to Two Burrow Hill) could be kept open for use pedestrians/cyclists/ horses by placing bollards across the road to narrow the road and prevent vehicular access. This is a simple and inexpensive solution. It was noted that Highways England considered a pedestrian crossing to be too dangerous, (although it proposed keeping the dangerous footpath over the existing A30 at Church Lane).
 - 3.2 Parish Council disagrees with Highways England – both tunnels through Church Lane (under the existing and the new A30) are needed, as well as proper drainage. Highway’s England’s proposal to keep the up and over footpath across the existing A30 and replace the steps with a ramp is not appropriate for horse or disabled access. There is a potential for accidents.
 - 2.5 4. Engineering Design:
 - 4.1 Parish Council disagrees with Highways England – lay-bys should not be sited adjacent to habitation. Could the lay-bys be shortened, to avoid this?
 - 2.6 5. De-trunking of the existing A30:
 - 5.1 Parish Council disagrees with Highways England – it understands that the residents of adjacent properties do not support the proposed layout for the

Trevalso Lane underpass. Also, there is no mention of the agreed footpath intended to connect Henvver Lane residents with the village.

5.2 Parish Council disagrees with Highways England – Henvver Lane is on the main Newquay to Truro route and Highways England’s plans do not address this. The Parish Council considers that re-designing the top end of Henvver Lane, to discourage traffic entering, would be beneficial. The Parish Council has yet to see any traffic modelling for Henvver Lane.

5.3 Parish Council will agree with Highways England – improvement of A3075 Trevemper to Boxheater is not part of this scheme and would be addressed separately at local level.

2.7 6. Landowner Access:

6.1 Parish Council disagrees with Highways England – the argument for farm access over the green bridge should be for equal access to all farms on the Shortlanesend road and not just for Nancarrow Farm. What is the proposed weight limit for the bridge and what is the rationale behind it? The Shortlanesend road is not suitable for HGVs, so the proposed new junction is pointless.

Accessing Chynoweth Farm via Shortlanesend has not been thought through; the farm would need to be accessed from the bridge, which would require a weight limit of 40 tons for the bridge to take all HGV and farm vehicles.

2.8 It was agreed that the Chairman would take the Parish Council’s observations to his next meeting with Highways England representatives.

There being no further business the Chairman closed the meeting at 9.07pm.