

# A30 Chiverton to Carland Cross TR010026

## 5.1 CONSULTATION REPORT

Planning Act 2008

Section 37(3)(c)

Volume 5

August 2018



Infrastructure Planning

Planning Act 2008

**A30 Chiverton to Carland Cross  
Development Consent Order 201[x]**

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**5.1 CONSULTATION REPORT**

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## Executive Summary

This Consultation Report has been prepared to accompany an application by Highways England (the Applicant) for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 (the Act) for the construction of an 8.7 mile dual carriageway between Chiverton and Carland Cross in Cornwall; this is known as the A30 Chiverton to Carland Cross (the scheme). The scheme falls wholly within the administrative boundary of Cornwall Council.

This report has been prepared in accordance with section 37(7)(c) of the Act. It seeks to demonstrate how the Applicant has complied with its duties under sections 42 (as defined by sections 43 and 44), 45, 46, 47, 48 and 49 of the Act and has had due regard to relevant guidance published under section 50 of the Act. A compliance table is included in Table 9-1 of this report.

Whilst the focus of the report is the statutory consultation carried out between 29 January 2018 and 12 March 2018, Chapter 3 of this report details all non-statutory consultation and engagement activities carried out by Highways England between 2015 – 2017. The non-statutory consultation and engagement activities included:

- Public engagement between 23 March 2015 and 8 May 2015 through a partnership between Highways England and Cornwall Council. Collectively, 775 people attended the public exhibition events and 1,301 responses to the engagement were received.
- An options consultation held by Highways England between 15 October 2016 and 2 December 2016. Collectively, 835 people attended the consultation events and 698 completed questionnaires were received.
- A localised engagement event held by Highways England relating to the alignment through Marazanvose on 8 February 2017. This event was attended by 86 people, which generated 35 responses and a petition that was signed by 45 people.

In summary, key findings from the non-statutory consultation events were:

- Widespread support for the principle of improvements to the A30 Chiverton to Carland Cross (94.5% of respondents in 2015 and 95% of respondents in 2016).
- Congestion, delays and the existing Chiverton Cross Roundabout were cited as the most disliked aspects of the existing route.
- Improvements to cycle routes as part of the proposals were requested.
- There was support for individual aspects of the proposals, including the principle of a 70mph dual carriageway and the provision of grade separated (two level) junctions.
- There was support for the retention of the existing A30 as a local route.
- Concerns were raised over the lack of east facing slip roads at Chybucca; potential for rat-running and impacts on connecting local roads; and the impact of the proposals on local businesses.

A summary of how Highways England has complied with the relevant regulations of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) in their approach to consultation during the EIA process is detailed in Chapter 4 of this report.



Chapter 5 of this report details how the Statement of Community Consultation (SoCC) was prepared, consulted on and published following the process set out in section 47 of the Act, in advance of the statutory consultation for the scheme. A SoCC compliance table summarising how the SoCC was complied with is provided within Appendix D8 of the Consultation Report Appendices (Volume 5, Document Reference 5.2).

A single phase of statutory consultation on the scheme was carried out between 29 January 2018 and 12 March 2018. Consultation and notification under sections 42, 45, 46, 47 and 48 of the Act was carried out in parallel over a period of six weeks (42 days).

Chapter 6 of this report provides an account of all activities undertaken during statutory consultation, which included:

- A series of seven public events held in venues near the scheme.
- Letters to all persons with an interest in the land (PILs), statutory consultees and residential/business addresses within at least 1.5km of the scheme.
- Letters and/or emails to local community groups and organisations.
- Emails to those who had previously expressed an interest in the scheme.
- Letters and/or emails to elected representatives in the area including MPs, MEPs, and Cornwall Council members.
- Adverts in local and regional press outlets.
- Press notices to local press.
- Provision of information about the consultation on the consultation website and the Cornwall Council website.
- Use of Twitter to send out updates during the consultation period.

A range of consultation materials suitable for differing levels of technical expertise was made available, ranging from detailed technical documents in the form of a Preliminary Environmental Information Report (PEIR) including a non-technical summary, to accessible materials including: a consultation booklet; a response form; and plans of the scheme. A scheme visualisation and interactive 'virtual exhibition' was made available on the consultation website.

All consultation documents were made available on the consultation website for the duration of consultation. Printed copies of the consultation documents were available at consultation events and copies were placed in six public locations near the scheme.

Overall, the activities generated the following interest:

- 28 responses were received to the section 42(1)(a) consultation with statutory consultees.
- 52 responses were received to the section 42(d) consultation with people with an interest in the land (PILs).
- 689 responses were received to the section 47 consultation with the general public.
- 30 responses were received to the section 47 consultation with additional organisations.

A total of 853 responses were received from consultees during the formal consultation period and after the deadline. Several respondents submitted their feedback through more than one format, or submitted more than one response. Subsequently, the total number of individual respondents was 799. A breakdown of the responses received and main themes raised are detailed in Chapter 7 of this report.

The responses received raised a series of issues in relation to the scheme. In summary, the key findings from the statutory consultation were:

- Access for walkers, cyclists and horse riders – a number of suggestions were made on how provision could be improved within the scheme.
- Requests for changes to local roads, a segregated slip road for the A390 and provision of east facing slip roads at Chybucca.
- Requests for additional mitigation and screening as well as for the vertical alignment of the road to be lowered, in order to reduce noise and visual impacts.
- Requests access arrangements to be amended for affected landowners.
- Requests for changes to the position of laybys, construction compounds and attenuation ponds.

The main amendments to the scheme as a result of statutory consultation include:

- Improvements for walking, cycling and horse riding, including additional off carriageway routes, new bridleways and a new underpass added between the proposed roundabout at Chiverton Cross and the location of the existing roundabout. The green bridge at Marazanvose has been amended to provide farm access as well as for walking, cycling and horse riding.
- The vertical alignment has been lowered at Marazanvose and Pennycomequick.
- Further environmental mitigation has been included within the scheme – including the provision of Cornish hedgerows, further extensive planting and timber fence noise screening.
- Private means of access have been amended for landowners in response to requests where possible.
- Laybys have been moved at Marazanvose, the construction compound at Trevalso has been reconfigured and a number of attenuation ponds have changed location and size.

All changes made are detailed in section 8.1 of this report. Issues raised that did not result in a change to the scheme and the reasons why are provided in section 8.2 of this report. Issues raised and Highways England's response is set out in sections 8.4 – 8.6 of this report.

Following statutory consultation and the amendments outlined above, the Applicant has undertaken additional targeted consultation with PILs on amendments to the red line boundary and land take, as detailed in section 6.7 of this report. The issues raised during this consultation and Highways England's response is set out in section 8.7 of this report.

Highways England will continue to engage with a range of consultees. Statements of Common Ground have been prepared with relevant statutory consultees and the latest position on this is set out in Statements of Common Ground (Volume 7, Document Reference 7.5).

In the Consultation Report, the Applicant has endeavoured to accurately reflect the consultation and engagement activities undertaken since 2015; to represent the views of consultees; and how their feedback has been taken into account. This has influenced the design of the scheme submitted for development consent.



**Figure 1-1 Timeline of scheme development**

# 1 Introduction

## 1.1 Purpose of the report

- 1.1.1 This Consultation Report has been prepared by Highways England (the Applicant) to accompany their application for a Development Consent Order (DCO) for the A30 Chiverton to Carland Cross scheme (the scheme), which seeks consent to construct a new 8.7 mile section of dual carriageway in Cornwall.
- 1.1.2 The Report is submitted in accordance with section 37(3)(c) of the Planning Act 2008 (the Act), which requires that any application for an order granting development consent must be accompanied by a consultation report. Section 37(7) requires that the consultation report provides details of:
- how the applicant has carried out consultation in compliance with statutory requirements (namely sections 42, 47 and 48 of the Act);
  - any relevant responses; and
  - how any relevant responses were taken into account (as per section 49 of the Act).
- 1.1.3 Accordingly, this report provides a detailed account of pre-application consultation activities carried out by Highways England prior to submission of the DCO application. It demonstrates that Highways England has complied with statutory requirements and details how relevant responses received were taken into account prior to the application for consent.
- 1.1.4 While the focus of the report is the statutory consultation carried out between 29 January 2018 and 12 March 2018, the report also provides an overview of all non-statutory consultation and engagement carried out by Highways England in relation to the scheme.

## 1.2 The proposed development

- 1.2.1 The A30 is an existing road which connects Penzance in west Cornwall with the M5 at Exeter. The scheme relates to a section of the A30 near Truro between the roundabouts at Chiverton Cross and Carland Cross, which is the only single carriageway section of the A30 between Camborne and Exeter.
- 1.2.2 The scheme comprises the following main features:
- an 8.7 mile (14km), high quality 70mph dual carriageway, connecting to the existing A30 dual carriageway at either end;
  - the replacement of Chiverton Cross roundabout with a new, 2 level motorway style roundabout;
  - a new, 2 level partial junction at Chybucca, with west facing slip road connecting to the new dual carriageway;
  - replacement of the existing roundabout at Carland Cross with a 2 level motorway style junction;
  - new bridges and accesses across the new road and the old road; and
  - retention of the existing A30 including the construction of further local roads to maintain connectivity.

- 1.2.3 A detailed description of the scheme is provided in Chapter 2 The Project of the **Environmental Statement** (Volume 6, Document Reference 6.2), and Schedule 1 (Authorised Development) of the **Draft Development Consent Order** (Volume 3, Document Reference 3.1).
- 1.2.4 The scheme is a Nationally Significant Infrastructure Project (NSIP) as defined by section 14(1)(h) and section 22 of the Act. It is defined as an NSIP because it consists of the construction of a highway which is other than a motorway; the speed limit is expected to be 50mph or greater; and the area of development is greater than the relevant limit of 12.5 hectares.
- 1.2.5 The scheme also falls under Schedule 1 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) and subsequently requires Environmental Impact Assessment (EIA).

## 1.3 Structure of the report

- 1.3.1 This Consultation Report is set out in a chronological order, detailing the progression of consultation and engagement activities that Highways England has carried out in relation to the scheme. It is organised into chapters; a short summary of each is provided below:
- **Chapter 1** – this chapter provides an introduction to the report.
  - **Chapter 2** – provides an overview of the need for the scheme and a summary of the development of the scheme to date.
  - **Chapter 3** – details the non-statutory consultation and engagement activities carried out by Highways England during development of the scheme and summarises the outcome of these activities.
  - **Chapter 4** – provides an overview of the consultation and engagement activities undertaken with regard to the EIA process.
  - **Chapter 5** – provides details of the development of the Statement of Community Consultation (SoCC) in advance of statutory consultation.
  - **Chapter 6** – details the activities undertaken to conduct statutory consultation between 29 January 2018 and 12 March 2018 in accordance with the SoCC and the requirements of sections 42, 47 and 48 of the Act.
  - **Chapter 7** – provides an overview of feedback received in response to statutory consultation, including details of who responded and how, and the key themes that emerged in response to each question of the response form.
  - **Chapter 8** – details how Highways England has taken into account the response to statutory consultation in accordance with section 49 of the Act, and summarises how issues raised during consultation have or have not resulted in changes to the scheme design.
  - **Chapter 9** – sets out the conclusions of the report.

## 1.4 Data protection

- 1.4.1 Further to Advice Note 6<sup>1</sup>, Highways England is aware that this report will be published on the National Infrastructure Planning website. As such, Highways England has avoided the inclusion of any personal data relating to individuals. Highways England must ensure that it complies with the Data Protection Act 1998

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<sup>1</sup> The Planning Inspectorate. Advice Note 6: Preparation and Submission of Application Documents. 2016.

when handling personal information and as such personal details in this report have been redacted.

- 1.4.2 The General Data Protection Regulations came in to force on 25 May 2018. Therefore, personal details in this report have been handled responsibly and redacted to ensure that it complies with the requirements of these regulations.

## 2 Background to the scheme

### 2.1 Strategic context

- 2.1.1 The Government's first Road Investment Strategy: 2015 to 2020 (RIS 1), published in 2014, sets out the vision to deliver safer, more stress-free journeys as well as enhancing reliability and predictability for road users of the strategic road network. RIS 1 includes a commitment to improve the A30 between Chiverton and Carland Cross to dual carriageway standard.
- 2.1.2 The Planning Act 2008 (the Act) defines the development consent regime for Nationally Significant Infrastructure Projects (NSIP). As the scheme consists of the construction of a highway which is other than a motorway, the speed limit is expected to be 50mph or greater, and the area of development is greater than the relevant limit of 12.5 hectares, it is identified as a highways NSIP under section 22(2) of the Act.
- 2.1.3 The scheme is highway-related development under the Act; subsequently, the national policy of relevance is the National Policy Statement for National Networks (NPSNN) (Department for Transport, 2015). The NPSNN sets out the '*vision and strategic objectives for the national networks*'. This recognises that there is a critical need to provide safe, expeditious and resilient networks that better support social and economic activity, and to provide a transport network that is capable of supporting economic growth and rebalancing the economy.
- 2.1.4 The National Planning Policy Framework (NPPF) sets out the planning policies for England and how these are expected to be applied. Paragraph 5 sets out that the NPPF is an important and relevant part of the decision-making framework for NSIPs. Paragraph 7 of the NPPF states that "*the purpose of the planning system is to contribute to the achievement of sustainable development*". It goes on to set out a requirement to promote sustainable transport, including objectives as set out in paragraph 102 to realise opportunities from existing or proposed transport infrastructure; identify and pursue opportunities to promote walking, cycling and public transport use; and to assess the environmental impacts of transport infrastructure and identify opportunities to avoid or mitigate any adverse effect or achieve net environmental gains.
- 2.1.5 Whilst the determination of NSIPs does not rely upon the Local Development Plan, the adopted planning policies of Cornwall Council may be considered important and relevant. The Local Plan Strategic Policies (2010-2030) sets out that infrastructure remains a key factor for the Council, with a particular focus to deliver improvements to the A30.
- 2.1.6 An assessment of the scheme against these policies is set out in the **Planning Statement** (Volume 7, Document Reference 7.1).

## 2.2 Summary of the scheme development

2.2.1 **Table 2-1** provides a summary of the scheme development.

**Table 2-1 Scheme development**

| Date                          | Activity  | Scheme development   |
|-------------------------------|---|--|
| 2004 - 2005                   | Previous scheme was proposed for this section of the A30 and consulted on in 2004. A preferred route announcement was made in 2005. | The scheme did not progress beyond preferred route announcement as it was categorised as a longer term project by the South West Regional Assembly.  |
| December 2014                 | The Government announces the Road Investment Strategy 2015-2020 (RIS 1)   | The first strategy of its kind, DfT's Road Investment Strategy (RIS 1) included within its commitments a road improvement scheme on the A30 between Chiverton and Carland Cross.   |
| 23 March 2015 to 8 May 2015   | Engagement events held by Cornwall Council  | Cornwall Council's initial engagement exercise comprised of three events in March, and ran until late May 2015. Its purpose was to raise awareness of the project as well as to manage public expectation on when the public should expect to see detailed design proposals. The construction of a dual carriageway, and the provision of grade separated junctions was suggested. |
| January – October 2016        | Development and assessment of options for the scheme  | Engagement evidenced the need for, and provided sufficient direction on the development of the scheme, which Highways England began to explore viable solutions for.   |
| 15 October to 2 December 2016 | Non-statutory public consultation   | Having undergone a thorough modelling and sifting process throughout 2016, Highways England undertook a public non-statutory 'options' consultation on a single route, with two different alignment options near Chybucca.   |
| 8 February 2017               | Localised engagement  | Highways England undertook localised engagement to seek further feedback on options at Marazanvose.  |
| 3 July 2017                   | Preferred Route Announcement (PRA)  | Highways England used feedback analysis to inform further development and surveys, which helped them arrive at a preferred route to take to consultation.  |
| 29 January to 12 March 2018   | Statutory public consultation   | Highways England undertook statutory public consultation on the preferred route from 29 January to 12 March 2018.  |
| March to August 2018          | Continued engagement  | Highways England continued to engage with landowners, statutory consultees, and other organisations in the refinement of the scheme.   |



## 3 Non-Statutory Consultation and Engagement

### 3.1 Introduction

- 3.1.1 This chapter sets out the approach taken to non-statutory consultation and engagement during the development of the A30 Chiverton to Carland Cross scheme (the scheme) and prior to commencing the statutory consultation required by the Development Consent Order (DCO) process.
- 3.1.2 As advised in paragraphs 68 to 77 of Department for Communities and Local Government (DCLG, now Ministry of Housing, Communities and Local Government) Guidance<sup>2</sup>, an iterative and phased approach to consultation is helpful to inform options selection and to establish the preferred design that is the subject of the consultation. Early engagement is encouraged as an opportunity for consultees to genuinely influence the developing proposals.
- 3.1.3 The A30 Chiverton to Carland Cross scheme was subject to three periods of non-statutory consultation engagement and prior to the commencement of the DCO process and the launch of statutory consultation:
- Public engagement was held between 23 March 2015 and 8 May 2015 through a partnership between Highways England and Cornwall Council.
  - Options consultation was held between 15 October 2016 and 2 December 2016 by Highways England.
  - A localised engagement event was held by Highways England on 8 February 2017 relating to the alignment through Marazanvose.

### 3.2 Overview of non-statutory consultation and engagement activities

- 3.2.1 **Table 3-1** below provides a summary of activities undertaken during each stage of non-statutory consultation and engagement.

**Table 3-1 Overview of non-statutory consultation and engagement activities**

| Non-statutory engagement: 23 March 2015 to 8 May 2015   |   |
|---|---|
| Activity Undertaken   | Date  |
| 'Have Your Say' notice published in Cornish Guardian newspaper  | 18 March 2015   |
| 'Have Your Say' notice published in West Briton newspaper   | 19 March 2015   |
| Mail out to residents of adjacent parishes and statutory consultees with leaflet, questionnaire and pre-paid envelope | Week commencing 16 March 2015                           |
| Site notices erected on site and emailed to 27 public libraries to display  | Notices displayed between 18 March 2015 – 27 March 2015 |
| Public exhibition, Hawkins Arms, Zelah.   | 23 March 2015, 10am to 8pm                              |
| Public exhibition, Methodist Chapel, Trispen  | 24 March 2015, 10am to 8pm                              |
| Public exhibition, Starbucks, Chiverton Cross   | 25 March 2015, 8am to 6pm                               |

<sup>2</sup> Department for Communities and Local Government (DCLG). Planning Act 2008: Guidance on the Pre-application Process. London, 2015.

| <b>Non-statutory consultation: 15 October 2016 to 2 December 2016</b>  |  |
|--|--|
| Email to stakeholders including statutory and non-statutory bodies to publicise consultation   | 12 September 2016 (MPs)<br>15 September 2016<br>(key stakeholders, parish chairs)<br>26 September 2016 (stakeholder organisations) |
| Letters to nearly 13,000 properties to invite them to public events and advise of materials.   | 03 October 2016  |
| Second letter sent to nearly 13,000 properties to notify them of the additional public exhibition arranged at Perranzabuloe.                           | 16 November 2016   |
| Posters provided to parish councils, event venues and deposit points.  | 29 September 2016  |
| Posters displayed in Chiverton and Carland Cross service stations.   | 29 September 2016  |
| Press release provided to media and advertising via Twitter posts.   | 26 September 2016  |
| Public Exhibition, St Erme Community Centre  | 15 October 2016, 10am to 5pm   |
| Public exhibition, Shortlanesend Village Hall  | 19 October 2016 10am to 8pm  |
| Public exhibition, Blackwater Community Primary School   | 20 October 2016 4:30pm to 8pm  |
| Public exhibition, Perranzabuloe Parish Rooms (Perranporth)  | 24 November 2016<br>1:30pm to 17:30pm  |
| Non-staffed information points at Truro Library, St. Agnes Library, Perranporth Library and Cornwall County Hall, Truro.                               | From 15 October 2016 to 2 December 2016  |
| Land interest meetings for affected landowners, affected tenants and adjacent landowners and tenants.  | 04 October 2016 to 25 November 2016  |
| MP briefing  | 29 September 2016  |
| Local Enterprise Partnership presentation  | 11 October 2016  |
| Environmental briefings  | 29 September 2016  |
| Council members briefing   | 06 October 2016  |
| St Allen Parish Council meeting  | 17 October 2016  |
| Parish Council chairman briefing   | 06 October 2016  |
| Launch event with stakeholders and press   | 12 October 2016  |
| Access forum (walking and equestrian)  | 12 November 2016   |
| Cycling forum  | 12 November 2016   |
| St Agnes and Perranporth Community network meeting   | 24 November 2016   |
| Natural England Meeting  | 15 July 2016   |
| National Trust Meeting   | 13 December 2016   |
| Historic England Meeting   | 07 November 2016   |
| <b>Non-statutory engagement 3: 8 February 2017</b>   |  |
| Letters to approximately 150 properties to include those with affected land interests and those living in Zelah, Marazanvose, Callestick and Tresawsen | 1 February 2017  |
| Drop-in event, Shortlanesend Village Hall  | 08 February 2017, 4pm to 8pm   |

### 3.3 What was consulted on and summary of key findings

#### 23 March – 8 May 2015 public engagement

- 3.3.1 Non-statutory public engagement on the scheme was led by Cornwall Council in partnership with Highways England (then known as Highways Agency) between 23 March and 8 May 2015.
- 3.3.2 A full summary of the public engagement and its findings is provided in the *Cornwall Council and Highways England Public Engagement Report (2015)* provided in the **Consultation Report Appendices Appendix A** (Volume 5, Document Reference 5.2) of this report. The appendices to the *Public Engagement Report* are available online:  
<https://highwaysengland.co.uk/projects/a30-carland-cross-to-chiverton/>
- 3.3.3 The purpose of the engagement was to raise awareness of the project, capture views on the broad principles of the scheme and distribute information relating to project timescales. It did not present a proposed scheme design to the public.
- 3.3.4 To publicise the engagement, residents of the following parishes received a letter: Chacewater, Crantock, Cubert, Kenwyn, Ladock, Perranzabuloe, St. Allen, St. Agnes, St. Erme and St. Newlyn East. Statutory consultees were also contacted via the mail out. All letters contained a cover letter, a public exhibition leaflet, a questionnaire and a pre-paid reply envelope.
- 3.3.5 Site notices were placed in locations near the scheme and emailed to 27 libraries to be placed on notice boards. Two adverts were placed in local newspapers, while press releases and Twitter and Facebook were also used to publicise the engagement. The Cornwall Council website was updated with the scheme details and to allow for online responses to be submitted.
- 3.3.6 Three public exhibition events were held, as listed in **Table 3-1**, and detailed below:
- Monday 23 March 2015, Hawkins Arms, Zelah, 10am to 8pm
  - Tuesday 24 March 2015, Trispen Methodist Chapel, 10am to 8pm
  - Wednesday 25 March 2015, Starbucks, Chiverton Cross, 10am to 8pm
- 3.3.7 The questionnaire sought feedback on the principle of the development, as well as information on respondents' current use of the existing A30 and what they like and dislike about using it.

#### Response and key findings

- 3.3.8 In total, 775 people attended the public exhibition events and 1,301 responses to the engagement were received.
- 3.3.9 A key finding of the engagement exercise was that there was widespread support for improvements to the A30 Chiverton to Carland Cross, with 94.5% of respondents supporting the principle of a scheme.
- 3.3.10 Other key findings were:
- A small majority of respondents (58.8%) were interested in an improved cycle network for the route
  - Respondents mostly use the road for local travel (59.9%)

- 28.6% of respondents suggested construction of a dual carriageway and 25.3% suggested grade separated junctions on the route
- Congestion and delays (23.9%) and Chiverton Cross Roundabout (17.3%) were the most disliked aspects of the existing route

### 15 October - 2 December 2016 consultation

- 3.3.11 A period of non-statutory consultation was held by Highways England between 15 October 2016 and 2 December 2016.
- 3.3.12 A full report of the consultation and its findings is provided in the *Highways England A30 Chiverton to Carland Cross Improvement Scheme: Report on Public Consultation* in the **Consultation Report Appendices Appendix B** (Volume 5, Document Reference 5.2) of this report.
- 3.3.13 The consultation presented a scheme design and aimed to raise awareness and understanding of the proposals, seek feedback on the design and identify opportunities for its improvement and further refinement.
- 3.3.14 The proposed scheme presented at consultation was a single route with two alignment options near Chybucca, Option A and Option B.
- 3.3.15 The proposed scheme included:
- a new dual carriageway between Chiverton and Carland Cross;
  - new junctions at Chiverton and Carland Cross built on two levels to allow traffic to flow freely;
  - a new bridge at Chybucca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway;
  - six crossing points where local roads cross the new road using under or over bridges;
  - retention of the existing A30 as a local route;
  - environmental mitigation including planting, habitat creation and species protection; and
  - new road drainage discharging into local watercourses with ponds to control water quality and flow rates.
- 3.3.16 The options near Chybucca comprised:
- Option A: an alignment passing between a tumuli and property at Callestick Vean. This option was closely aligned to the existing A30.
  - Option B: an alignment passing to the north of the tumuli and property at Callestick Vean. This option was aligned north of the existing A30.
- 3.3.17 The local community were notified of the consultation in writing; letters were sent to nearly 13,000 addresses in central Cornwall. Stakeholders, including statutory consultees, were notified by email. A stakeholder launch event and press briefing was held on 12 October 2016.
- 3.3.18 To publicise the events, posters were given to parish councils, event venues, deposit locations and the Carland Cross and Chiverton service stations. A press release and media launch resulted in media coverage in regional newspapers, TV and radio, while Twitter was also utilised to promote the consultation on social media. The project website was updated with information on the consultation events, deposit locations and electronic versions of consultation material.

- 3.3.19 Four non-staffed information deposit points were provided at Truro Library, St. Agnes Library, Perranporth Library and Cornwall County Hall in Truro for the duration of the public consultation.
- 3.3.20 Four public consultation exhibition events were held in St. Erme, Shortlanesend, Blackwater and Perranporth, as listed in **Table 3-1** and detailed below:
- 15 October 2016, St Erme Community Centre, 10am to 5pm
  - 19 October 2016, Shortlanesend Village Hall, 10am to 8pm
  - 20 October 2016, Blackwater Community Primary School, 4.30pm to 8pm
  - 24 November 2016, Perranzabuloe Parish Rooms, 1.30pm to 5.30pm
- 3.3.21 The last event at Perranporth was not initially planned during the consultation period, however following requests for an event near north coast communities, the event was arranged.
- 3.3.22 The addition of the Perranporth event resulted in the consultation period being extended by one week. Originally due to close on 25 November 2016, it was extended to close on 2 December 2016.
- 3.3.23 A second letter to the 13,000 addresses originally notified was sent to update the information relating to the additional public event.
- 3.3.24 Prior to and throughout the consultation period, Highways England held events and meetings targeted at stakeholders. A record of these meetings is provided in **Table 3-1**, and included a drop-in briefing session for Cornwall Council members to ensure they were aware of the proposals prior to the start of public consultation.

#### Response and key findings

- 3.3.25 In total, 835 people attended the consultation events. There were 698 completed questionnaires received in total either via post or online. There were also 52 direct communications received through letter or email. As such, there were a total of 750 responses received to the consultation.
- 3.3.26 The consultation found that as per the previous round of engagement, a large majority of respondents (95%) were in support of the principle of the need to improve the Chiverton to Carland Cross section of the A30. The respondents also demonstrated an overall strong support for individual aspects of the proposals, including the principle of a 70mph dual carriageway, the provision of grade separated (2 level) junctions and the retention of the existing A30 as a local route.
- 3.3.27 Concerns were raised over the lack of east facing slip roads at Chybucca, potential for rat-running and impacts on connecting local roads, and the impact of the proposals on a local business at Nancarrow Farmhouse (NFH). A proportion of respondents demonstrated a strong preference for improvements to cycle routes to form part of the proposals.
- 3.3.28 The process of consultation itself was also raised as a concern, with respondents stating that letters and an event should have been directed at Truro residents. As noted in the non-statutory consultation report in **Consultation Report Appendices Appendix B** (Volume 5, Document Reference 5.2), Highways England resolved to review this ahead of future consultation. Accordingly, an event at Truro was included during statutory consultation as detailed in **Chapter 6** of this report

- 3.3.29 With regard to the two options presented for the road layout near Chybucca, it was noted that 55% of respondents did not state a preferred option. Of those that did have a preference, 73% chose Option A. Consequently, it was concluded that this was the favoured option.
- 3.3.30 Following consultation, alternative designs for the scheme were devised and assessed in order to identify a preferred route, taking into consideration feedback received during consultation. This process is detailed in the **Scheme Assessment Report** (Volume 7, Document Reference 7.6) and **Route Selection Report** (Volume 7, Document Reference 7.7).

### 8 February 2017 engagement

- 3.3.31 Highways England held a localised engagement event on 8 February 2017 to seek further feedback on options at Marazanvose.
- 3.3.32 The full report on the targeted engagement is provided in the addendum of the *Highways England A30 Chiverton to Carland Cross Improvement Scheme: Report on Public Consultation* in **Consultation Report Appendices Appendix B** (Volume 5, Document Reference 5.2) of this report.
- 3.3.33 This additional engagement was arranged during the assessment of design alternatives that followed the previous consultation. It was considered that the alternative design options being considered at Marazanvose in particular would have a potentially significant effect on several local properties, and subsequently the views of the community should be sought in more detail prior to determining a preferred route.
- 3.3.34 The engagement was targeted to properties and landowners within the vicinity of the Marazanvose section, including all those with affected land interests and residents of Marazanvose, Zelah, Callestick and Tresawsen. Letters were delivered to approximately 150 properties in these areas.
- 3.3.35 An afternoon and evening drop-in session was held at Shortlanesend Village Hall on 8 February 2017 for local residents or any other member of the public to meet the project team and discuss the proposals. Individual meetings with affected land interests were also arranged at their convenience.
- 3.3.36 The engagement presented and sought feedback on three alternative alignments for the Marazanvose area. These options were being considered in addition to the route already presented in the previous consultation in October 2016.
- 3.3.37 The three new options presented at the engagement comprised:
- **Marazanvose South** – remaining south of the existing A30 past Marazan Farm campsite, the dual carriageway alignment would sweep north of NFH, utilise the existing Two Barrows bridge and then run adjacent to the existing Zelah bypass. Connection of the local route would be maintained with a section of new side road past Two Barrows bridge. This option most closely resembled the previous consultation layout.
  - **Marazanvose North Option 1** – east of Town and Country Motors, the dual carriageway alignment would sweep north, crossing the existing A30, then passing north of Marazanvose before curving south towards the existing A30 to utilise the existing Two Barrows bridge. New lengths of side road to the east

and west would maintain the local route on the existing A30 through Marazanvose.

- **Marazanvose North Option 2** – the dual carriageway alignment would be the same as North Option 1 however the local route would be maintained by an additional side road from Town and Country Motors, north of and parallel to the proposed alignment, and tie in with the existing Zelah bypass east of Tolgroggan Farm. The existing A30 through Marazanvose would only provide access to the hamlet and farms to the south.

#### Response and key findings

- 3.3.38 The event at Shortlanesend received an attendance of 86 people. In total 35 responses were received; 30 using the response form and 5 as direct letters or emails. A petition was also received.
- 3.3.39 The majority of respondents stated a preference for the October 2016 consultation route and therefore did not favour any of the three alternative options presented. A petition signed by 45 people also expressed a strong desire to retain the 'original' October 2016 route, on the basis that it would best reduce rat running through Zelah.
- 3.3.40 Of the alternative options, 'Marazanvose North Option 2' was the most preferred, in particular by residents of Marazanvose due to its impact in reducing vehicles passing their properties.
- 3.3.41 Responses to engagement also raised concern relating to impacts of the options on businesses surrounding the routes. It was found that while the north options would result in a reduced impact on NFH and Marazan Farm campsite than the south and consultation options, the reverse was true for Chyverton Park, a registered park and garden (RPG).
- 3.3.42 Overall, the engagement found that of the options presented for the section of Marazanvose, there was not a clear consensus of a preferred route among local residents and businesses.
- 3.3.43 The response to this localised engagement was taken into consideration during the preferred route selection process in which alternative routes were assessed. This process is detailed in the **Scheme Assessment Report** (Volume 7, Document Reference 7.6) and **Route Selection Report** (Volume 7, Document Reference 7.7).

### **3.4 Additional informal engagement activities**

- 3.4.1 Throughout the development of the project, Highways England has engaged with key stakeholders, landowners and the local community outside of formal consultation periods.
- 3.4.2 Meetings and correspondence with landowners have sought to inform and engage with those whose land may be impacted by the scheme. A full account of engagement with landowners is provided in the **Statement of Reasons** (Volume 4, Document Reference 4.1).
- 3.4.3 The **Environmental Statement** (Volume 6, Document Reference 6.2) provides an account of the engagement with key stakeholders and consultees during the design of the scheme and its environmental assessment.

3.4.4 With regard to the local community, Highways England has attended various meetings with parish councils and community groups during the development of the scheme. **Table 3-2** provides a list of the meetings attended.

**Table 3-2 Meetings with the community outside of formal consultation periods**

| Engagement Activity                            | Date  |
|--|---|
| Truro and Roseland Network Panel Meeting       | 26 September 2017                                   |
| MP Surgeries                                   | 31 July 2017<br>9 November 2017<br>15 February 2018 |
| St Agnes and Perranporth Network Panel Meeting | 25 July 2017<br>8 March 2018                        |
| Walking and Horse riding Workshop              | 7 December 2017                                     |
| Cycling Workshop                               | 7 December 2017                                     |
| Cornwall Chamber of Commerce                   | 9 February 2018                                     |
| St Allen Parish Council Meeting                | 19 February 2018                                    |

## 3.5 Summary

- 3.5.1 There have been three stages of non-statutory public consultation and engagement during the development of the scheme. Each successive stage presented a more detailed design of the scheme than the previous. This allowed for the issues and matters raised in each stage of consultation to be taken into account in the design process, and is in accordance with paragraphs 68 to 77 of the DCLG guidance<sup>3</sup> advising an iterative and phased approach to consultation.
- 3.5.2 All stages of non-statutory consultation and engagement found there to be a high level of support for the principle of the scheme, namely the need to improve the Chiverton to Carland Cross section of the A30. Consequently, the detail of the scheme was identified as being of primary concern to stakeholders, including its alignment, junction design, impact on landowners and businesses and the impact on the surrounding local road network.
- 3.5.3 The **Scheme Assessment Report** (Volume 7, Document Reference 7.6) and **Route Selection Report** (Volume 7, Document Reference 7.7) detail how responses to non-statutory engagement and consultation were taken into account during the scheme design process.
- 3.5.4 Following the last round of non-statutory engagement, Highways England made a Preferred Route Announcement (PRA) on 3 July 2017. This announcement confirmed the general alignment of the route which would be the subject of the statutory pre-application consultation.

<sup>3</sup> Department for Communities and Local Government (DCLG). Planning Act 2008: Guidance on the Pre-application Process. London, 2015.



## 4 Environmental Impact Assessment Consultation

### 4.1 Introduction

- 4.1.1 The proposed scheme falls under Schedule 1, paragraph 7(c) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) and therefore constitutes Environmental Impact Assessment (EIA) development.
- 4.1.2 Schedule 1 paragraph 7(c) states: “*Construction of a new road of four or more lanes, or realignment and/or widening of an existing road of two lanes or less so as to provide four or more lanes, where such new road, or realigned and/or widened section of road, would be 10 kilometres or more in a continuous length.*”
- 4.1.3 As per Regulation 14 of the EIA Regulations, an application for an order granting development consent for EIA development must be accompanied by an Environmental Statement (ES).
- 4.1.4 The consultation required under the EIA Regulations is separate to that required under the Planning Act 2008, which is the primary focus of this report. Subsequently, this chapter provides a general overview of the pre-application engagement carried out by Highways England relating to the EIA process.
- 4.1.5 Full details of consultation and engagement activities of relevance to the EIA are provided in the **Environmental Statement** (Volume 6, Document Reference 6.2).

### 4.2 EIA scoping

- 4.2.1 Regulation 8 of the EIA Regulations provides that an applicant proposing to make an application for a DCO must notify the Planning Inspectorate (PINS) on behalf of the Secretary of State (SoS) in writing that an Environmental Statement will be submitted with the application.
- 4.2.2 Regulation 10 of the EIA Regulations provides that an applicant proposing to make an application for a DCO may request an opinion from the SoS on the information that should be included within the ES, known as a ‘scoping opinion’.
- 4.2.3 Accordingly, Highways England submitted a Scoping Report to PINS on 10 August 2017 in support of a request for a scoping opinion. A copy of the cover letter accompanying the submission of the Scoping Report is provided at **Consultation Report Appendices Appendix C1** (Volume 5, Document Reference 5.2). This letter also served as notification under Regulation 8 of the EIA Regulations that Highways England proposes to provide an Environmental Statement with an application for an order granting development consent.
- 4.2.4 The Scoping Report set out the key topics that were expected to be included in (or ‘scoped in’) the EIA, as well as outlining receptors that would be considered and the overall planned approach.
- 4.2.5 The Scoping Report was informed by consultation with key stakeholders. Further detail on the consultation undertaken to inform the Scoping Report is provided in the **Environmental Statement** (Volume 6, Document Reference 6.2).

- 4.2.6 A copy of the Scoping Report is available at the PINS website:  
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000004-Scoping%20Report.pdf>
- 4.2.7 PINS on behalf of the Secretary of State adopted a Scoping Opinion on 20 September 2017. In accordance with Regulation 10(6) of the EIA Regulations, PINS consulted with consultation bodies before adopting the Scoping Opinion. Within the adopted Scoping Opinion, PINS provided a list of the consultation bodies notified.
- 4.2.8 A copy of the adopted Scoping Opinion is available on the A30 project page of the National Infrastructure Planning website:  
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000033-Scoping%20Opinion.pdf>
- 4.2.9 In accordance with Regulation 11(1)(b) of the EIA Regulations, PINS also provided Highways England with a list of consultation bodies notified under Regulation 11(1)(a). A copy of the cover letter from PINS and the Regulation 11 List is provided at **Consultation Report Appendices Appendix C2** (Volume 5, Document Reference 5.2)
- 4.2.10 The list was subsequently used to inform the list of prescribed consultees to be consulted under section 42 of the Act during statutory consultation. Further detail is provided in **Chapter 6** of this report.

### 4.3 Preliminary Environmental Information and EIA consultation

- 4.3.1 The adoption of the Scoping Opinion informed the next stage in the EIA process, namely the preparation of a Preliminary Environmental Information Report (PEIR).
- 4.3.2 The PEIR is prepared in support of the DCO application to provide preliminary environmental information to the public and stakeholders at statutory consultation. It should enable consultees to understand the likely environmental impacts of the proposed development in order to inform their responses to consultation. Feedback on the contents of the PEIR is sought during statutory consultation and subsequently it constitutes one of the consultation documents as described in **Chapter 6** of this report.

### 4.4 Development during the pre-application stage

- 4.4.1 The PEIR was produced in consultation with key stakeholders. It was arranged into topic-based chapters to reflect those to be used in the ES. The chapters described the local environment and the findings of baseline environmental surveys, identified sensitive receptors and provided detail of consultation with stakeholders. The likely impacts of the scheme on the local environment were identified, along with the required mitigation of these impacts. An assessment of the potential combined and cumulative effects of the scheme was also included in the PEIR.
- 4.4.2 In accordance with the requirements of Regulation 13 of the EIA Regulations, a copy of the notice published under section 48 of the Act was sent to prescribed consultees as defined by section 42 of the Act, including consultation bodies listed by PINS under Regulation 11 of the EIA Regulations. A copy of the cover

letter and the notice published under section 48 is available at **Consultation Report Appendices C3 and C4** (Volume 5, Document Reference 5.2) respectively.

- 4.4.3 Highways England set out in the Statement of Community Consultation (SoCC) how it would consult on the PEIR during statutory consultation between 29 January and 12 March 2018. Details about how Highways England complied with the SoCC with regard to the PEIR is provided in **Chapters 5 and 6** of this report.
- 4.4.4 The regard had to matters raised in relation to the PEIR and environmental impacts of the scheme in general, is detailed in **Chapter 8** of this report.
- 4.4.5 A copy of the PEIR is provided online at the following website:  
<https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/>

## 4.5 Ongoing engagement

- 4.5.1 In support of the application for an order granting development consent, an **Environmental Statement** (Volume 6, Document Reference 6.2) has been produced.
- 4.5.2 Consultation and engagement with stakeholders has been central to the EIA process and has occurred formally within non-statutory and statutory consultation periods, and informally through meetings and other forms of communication. This engagement has informed the scope and approach to EIA, as well as mitigation measures.
- 4.5.3 Highways England is committed to ongoing engagement with stakeholders during the DCO process. To this end, Highways England has entered into Statements of Common Ground (SoCG) with several key stakeholders (Volume 7, Document Reference 7.5).
- 4.5.4 Highways England is currently seeking to negotiate SoCGs with the following stakeholders:
- Cornwall Council
  - Natural England
  - Environment Agency
  - Historic England
- 4.5.5 A SoCG identifies matters which have been agreed, matters which have not been agreed and any matters that are subject to further discussion. It is an iterative process, in which the SoCG between Highways England and the relevant stakeholder is updated as matters are discussed. Subsequently, the draft SoCGs submitted with this application will be updated to reflect ongoing discussions throughout the DCO process.

## 4.6 Summary

- 4.6.1 Ongoing engagement with stakeholders continues to be an important aspect of the DCO process, the environmental assessment and proposed mitigation for the scheme.
- 4.6.2 This chapter has provided an overview of how Highways England has engaged with stakeholders during the EIA process prior to submitting the DCO application

and how Highways England propose to continue to engage in the next stages of the process.

- 4.6.3 **Table 4-1** provides a summary of how Highways England has complied with the relevant regulations of the EIA Regulations in their approach to consultation during the EIA process.

**Table 4-1 EIA Regulations compliance table**

| <b>Regulation within the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017</b> | <b>Requirement or provision of regulation</b>   | <b>How Highways England has complied</b>   |
|---|---|--|
| Regulation 8  | Notify the SoS that an ES will be submitted with the DCO application  | Made a request to PINS (acting on behalf of the SoS) for a Scoping Opinion on 10 <sup>th</sup> August 2017, which also notified the SoS that the application would be accompanied by an ES |
| Regulation 10   | Applicant may request a Scoping Opinion from the SoS on the information that should be included within the ES | Notified PINS (acting on behalf of the SoS) for a Scoping Opinion on 10 <sup>th</sup> August 2017  |
| Regulation 13   | A copy of the section 48 notice of the Act must be sent to Regulation 11 consultation bodies                  | A copy of the section 48 notice was emailed or posted by First Class post to all prescribed consultees as required by section 42 of the Act, including Regulation 11 bodies                |
| Regulation 14   | An application for an order granting development consent for EIA development must be accompanied by an ES     | An ES has been prepared and submitted as Volume 6, Document Reference 6.2  |

## 5 Statement of Community Consultation

### 5.1 Introduction

5.1.1 This chapter includes details of how the Statement of Community Consultation (SoCC) was prepared, consulted on and published following the process set out in section 47 of the Planning Act 2008 (the Act), prior to commencing statutory consultation for the A30 Chiverton to Carland Cross scheme (the scheme).

### 5.2 Section 47 of the Act: duty to consult local community

5.2.1 Section 47 of the Act states:

*“(1) The Applicant must prepare a statement setting out how the Applicant proposes to consult, about the proposed Application, people living in the vicinity of the land.*

*(2) Before preparing the statement, the Applicant must consult each local authority that is within section 43(1) about what is to be in the statement.*

*(3) The deadline for the receipt by the Applicant of a local authority's response to consultation under subsection (2) is the end of the period of 28 days that begins with the day after the day on which the local authority receives the consultation documents.*

*(4) In subsection (3) “the consultation documents” means the documents supplied to the local authority by the Applicant for the purpose of consulting the local authority under subsection (2).*

*(5) In preparing the statement, the Applicant must have regard to any response to consultation under subsection (2) that is received by the Applicant before the deadline imposed by subsection (3).*

*(6) Once the Applicant has prepared the statement, the Applicant must —*  
*(a) make the statement available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land;*  
*(b) publish in a newspaper circulating in the vicinity of the land a notice stating where and when the statement can be inspected, and*  
*(c) publish the statement in such manner as may be prescribed.*

*(7) The Applicant must carry out consultation in accordance with the proposals set out in the statement.”*

### 5.3 Statement of Community Consultation process

5.3.1 The purpose of the SoCC was to set out a consultation methodology that was effective and appropriate to the local context, and which fully complied with the statutory requirements and government guidance on pre-application consultation for Nationally Significant Infrastructure Projects (NSIPs).

5.3.2 Cornwall Council are the relevant section 43(1) local authority in relation to the scheme. Highways England met with Cornwall Council officers to discuss the preparation of the SoCC and to allow for early input into the content, including a review of how previous consultations had been undertaken and any lessons learned that could be used for the statutory consultation. A summary of the meetings held is provided in **Table 5-1**.

**Table 5-1 Schedule of meetings held with Cornwall Council during SoCC process**

| Date              | Purpose and outcome   |
|-------------------|---|
| 26 September 2017 | Preparation of SoCC: Highways England presented the approach to consultation and the draft SoCC. Key matters agreed were the period of consultation on the SoCC, and that the consultation period in early 2018 will be set at 6 weeks. This was attended by Cornwall Council officers from transport, planning and communications. |
| 2 October 2017    | Preparation of SoCC: Highways England discussed the period of consultation on the SoCC with planning and transport officers and confirmed procedural matters regarding CC's response to s47 (SoCC) and s42 periods, including whether these responses would be required to go to a committee.                                       |
| 31 October 2017   | Draft SoCC: Highways England presented the approach to consultation and the draft SoCC to portfolio holders (for transport and planning) at Cornwall Council to help inform the Council's response to this consultation. Officers from planning, transport and legal departments were also in attendance at this meeting.           |

## 5.4 Consultation on draft Statement of Community Consultation

- 5.4.1 Following informal discussions with Cornwall Council, a draft SoCC was submitted on 16 October 2017. A copy of the draft SoCC can be found at **Consultation Report Appendices Appendix D1** (Volume 5, Document Reference 5.2)
- 5.4.2 It was requested that the Council respond by 13 November, a period of 28 days as required by section 47(3) of the Act. A copy of this letter is provided at **Consultation Report Appendices Appendix D2** (Volume 5, Document Reference 5.2)
- 5.4.3 During this consultation period Highways England met with Cornwall Council to discuss the content of the SoCC further. Details of the meeting are provided in **Table 5-1**.
- 5.4.4 Cornwall Council responded to the consultation on 11 November 2017. A copy of the letter received can be found at **Consultation Report Appendices Appendix D3** (Volume 5, Document Reference 5.2.)
- 5.4.5 Highways England had regard to the consultation response submitted by Cornwall Council; this is demonstrated in **Table 5-2** which details the comments made by Cornwall Council on the draft SoCC and Highways England's action or response to them.
- 5.4.6 A letter from Highways England to Cornwall Council detailing how they have had regard to Cornwall Council's comments is at **Consultation Report Appendices Appendix D4** (Volume 5, Document Reference 5.2)

**Table 5-2 Comments from Cornwall Council on the draft SoCC and Highways England response**

| Cornwall Council comment   | Highways England action/response  |
|--|---|
| Figure 1- add in more background detail to the map                                     | The map was updated to provide more detail.   |
| Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme | The statistic was added to the SoCC.  |
| Para 6.1.1: Delete Truro Daily as no such paper exists                                 | The reference to Truro Daily was deleted.   |
| Para 6.1.1: Add in Cornwall Live, Newquay Voice and St Austell Voice.                  | Cornwall Live was already identified in the draft SoCC. Newquay Voice and St Austell Voice were added the list of publications in the SoCC.   |
| Para 6.1.1: Include attendance at Cornwall Council on 23 Jan 2018                      | Following consideration of the request, Highways England did not include reference to attendance at the Cornwall Council meeting on 23 January 2018 in the SoCC. The meeting was prior to the start of the consultation and was not a public event, therefore did not form part of the statutory consultation. Notwithstanding this, Highways England did attend the meeting on 23 January 2018 at Cornwall Council to raise awareness of the forthcoming consultation among Cornwall Council members and officers. |
| Para 8, table 1 – amend County Hall opening times to Mon to Fri, 9am-5pm               | This information was added to the SoCC.   |
| Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.                     | The reference to the £500 cost for copies of the PEIR was removed prior to publication of the SoCC.   |
| Para 9.1.2- add an additional event in the Fraddon/Indian Queens area.                 | An additional event at Victory Hall in Indian Queens was added to the schedule and included in the SoCC.  |

## 5.5 Publicity under section 47

- 5.5.1 The final SoCC, which took account of the comments received from Cornwall Council, was published on 18 January 2018. A copy of the published SoCC can be found in **Consultation Report Appendices Appendix D5** (Volume 5, Document Reference 5.2)
- 5.5.2 The SoCC was displayed and made available for viewing for the duration of the consultation, at the locations and on the days and times listed in **Table 5-3**. The locations were contacted in advance of SoCC publication to confirm that it would be placed on public display and contacted again on the day of publication to confirm its receipt and availability.

**Table 5-3 Locations and times the SoCC was available to view**

| Location            | Address                           | Opening times  |
|---------------------|-----------------------------------|--|
| Newquay Library     | Marcus Hill<br>Newquay<br>TR7 1BD | Tues, Thurs, Fri: 9.30am – 5pm<br>Sat: 10am – 1pm<br>Mon, Wed, Sun: Closed |
| Perranporth Library | Oddfellows Hall<br>Ponsmere Road  | Tues: 9.30am – 5pm<br>Thurs: 1pm – 5pm                                     |

| Location                | Address  | Opening times   |
|-------------------------|--|---|
|                         | Perranporth<br>TR6 0BW   | Fri: 10am – 1pm<br>Mon, Wed, Sat, Sun: Closed   |
| Redruth Library         | Clinton Road<br>Redruth<br>TR15 2QE                                | Tues, Thurs, Fri: 9.30am – 5pm<br>Sat: 10am – 1pm<br>Mon, Wed, Sun: Closed              |
| St Agnes Library        | Trelawney Road<br>St Agnes<br>TR5 0TP                              | Mon: 9.30am – 5pm<br>Wed: 1pm – 5pm<br>Sat: 10am – 1pm<br>Tues, Thurs, Fri, Sun: Closed |
| Truro, County Hall      | Cornwall Council<br>County Hall<br>Treyew Road<br>Truro<br>TR1 3AY | Mon to Fri: 9am – 5pm   |
| Truro Community Library | Union Place<br>Truro<br>TR1 1EP                                    | Mon to Fri: 9.30am – 5pm<br>Sat: 10.30am – 4pm<br>Sun: Closed                           |

5.5.3 In order to publicise the SoCC and where it could be accessed, notices pursuant to section 47(6) of the Act were placed in the following newspapers for two consecutive weeks as detailed in **Table 5-4**.

**Table 5-4 SoCC notice publication locations and dates**

| Publication          | Date published                              |
|----------------------|---|
| West Briton          | Thursday 18 January and Thursday 25 January |
| Western Morning News | Thursday 18 January and Thursday 25 January |

5.5.4 A copy of the SoCC notice and scanned copies of the notice in the newspapers can be found at **Consultation Report Appendices Appendix D6 and D7** (Volume 5, Document Reference 5.2) respectively.

## 5.6 Adherence with the Statement of Community Consultation

5.6.1 The next chapter of this Report details how the statutory consultation was undertaken in compliance with the published SoCC.

5.6.2 A SoCC compliance table summarising how the SoCC was complied with is provided at **Consultation Report Appendices Appendix D8** (Volume 5, Document Reference 5.2).



## 6 Statutory Consultation

### 6.1 Introduction

- 6.1.1 This chapter details how Highways England undertook statutory consultation pursuant to sections 42, 45, 46, 47 and 48 of the Planning Act 2008 (the Act) with regard to the A30 Chiverton to Carland Cross scheme (the scheme).
- 6.1.2 This chapter in combination with chapters 7 and 8 provides the information required under section 37(7)(a) of the Act and with regard to relevant guidance documents, namely:
- paragraphs 78 to 84 of the Department for Communities and Local Government (DCLG, now Ministry of Housing, Communities and Local Government) guidance on the pre-application process<sup>4</sup>;
  - paragraph 20 of the DCLG guidance on the DCO application form<sup>5</sup>; and
  - The Planning Inspectorate (PINS) Advice Note 14<sup>6</sup>.

### 6.2 Consultation under section 42

#### Introduction

- 6.2.1 This section details the statutory consultation with consultees carried out in accordance with section 42 of the Act between 29 January 2018 and 12 March 2018.

#### Duty to consult under section 42

- 6.2.2 Section 42(1) of the Act states:

*“42. Duty to consult*

*The Applicant must consult the following about the proposed application—*

*(a) such persons as may be prescribed,*

*(aa) The Marine Management Organisation, in any case where the Proposed Development would affect, or would be likely to affect, any of the areas specified in subsection (2)*

*(b) each local authority that is within section 43,*

*(c) the Greater London Authority if the land is in Greater London, and*

*(d) each person who is within one or more of the categories set out in section 44”*

- 6.2.3 Sections 42(aa) and 42(c) are not relevant to this scheme.

- 6.2.4 For the purposes of section 42(1)(a) of the Act, the persons prescribed are those listed in column 1 of the table in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations).

<sup>4</sup> Department for Communities and Local Government (DCLG). Planning Act 2008: Guidance on the Pre-application Process. London, 2015

<sup>5</sup> Department for Communities and Local Government (DCLG). Planning Act 2008: Application Form Guidance, London, 2013.

<sup>6</sup> The Planning Inspectorate. Advice Note 14, Compiling the Consultation Report. 2012.

- 6.2.5 Section 42(1)(b) (local authorities) are defined in section 43 of the Act.
- 6.2.6 Section 42(1)(d) (persons within Section 44 of the Act) are:
- owners, lessees, tenants or occupiers of the land to which the Proposed Development relates (referred to as Category 1 persons);
  - those persons who are interested in the land or have power to sell and convey the land or to release the land (referred to as Category 2 persons); and
  - those persons who might be entitled to make a relevant claim if the Order sought were to be made and fully implemented (referred to as Category 3 persons).
- 6.2.7 There is a duty on the applicant, when consulting a person under Section 42, to notify them of the deadline for receipt of comments to the consultation. This must be a minimum of 28 days, commencing on the day after the day on which the person receives the consultation documents. Consultation materials must be supplied to the person by the applicant.

#### **Identification of prescribed consultees under section 42(1)(a)**

- 6.2.8 In order to accord with section 42(1)(a) of the duty to consult, Highways England compiled a list of statutory consultees which was principally derived from the prescribed consultees listed in column 1 of the table in Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations).
- 6.2.9 The list of prescribed consultees under the APFP Regulations includes 'Relevant Statutory Undertakers'. Table 2 of the appendix to the PINS Advice Note 3<sup>7</sup> sets out that relevant public gas transporters and relevant electricity licence holders are deemed statutory undertakers. The footnotes to these entries provide a link to Ofgem's published lists of electricity and gas licence holders. The footnote states that licences are not always restricted to a geographic area and states that PINS will take a precautionary approach and consult all licence holders whose licence cover Great Britain.
- 6.2.10 In determining the relevant bodies to be included in the list, Highways England decided to take an approach of reviewing the list and ruling out those where the licence was limited geographically or where it appeared that the entity would not be relevant to the scheme. Where it was not possible to discount an entity, they were included in the list.
- 6.2.11 The list of prescribed consultees identified as relevant to the scheme can be found at **Consultation Report Appendices Appendix E1** (Volume 5, Document Reference 5.2).

#### **Identification of local authorities under section 42(1)(b)**

- 6.2.12 Under Section 42(1)(b), the applicant has a duty to consult local authorities identified within Section 43 of the Act. There are 'A', 'B', 'C' and 'D' category local authorities.

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<sup>7</sup> The Planning Inspectorate. Advice Note 3: EIA Notification and Consultation (version 7). 2017.

- 6.2.13 The scheme is within the administrative area of Cornwall Council – this is the ‘B’ authority for the purposes of section 43. Cornwall Council is a unitary local authority that covers the whole of the County of Cornwall.
- 6.2.14 The following councils share a boundary with Cornwall Council and are therefore ‘A’ authorities for the purposes of section 43:
- Torridge District Council
  - West Devon Borough Council
  - City of Plymouth Council
  - South Hams District Council
  - Devon County Council
- 6.2.15 Highways England subsequently has a duty to consult the A and B local authorities, as represented in Figure 6-1. They are also listed in **Consultation Report Appendices Appendix E1** (Volume 5, Document Reference 5.2)



### Identification of parish councils

- 6.2.16 The scheme is within the boundaries of the following parish councils:
- St Allen Parish Council
  - Perranzanbuloe Parish Council
  - St. Erme Parish Council
  - St. Newlyn Parish council
  - Kenwyn Parish Council
  - St Agnes Parish Council
- 6.2.17 In accordance with Schedule 1 to the APFP Regulations which lists ‘the relevant parish council’ as a prescribed consultee, these parish councils were included in the list of prescribed consultees which is found at **Consultation Report Appendices Appendix E1** (Volume 5, Document Reference 5.2).
- 6.2.18 In addition, the following neighbouring parish councils were also consulted:
- Chacewater Parish Council
  - Cubert Parish Council
  - Ladock Parish Council
  - Crantock Parish Council
- 6.2.19 These parish councils are included in the list of additional organisations at **Consultation Report Appendices Appendix E2** (Volume 5, Document Reference 5.2)
- 6.2.20 The map provided in **Consultation Report Appendices Appendix J1** (Volume 5, Document Reference 5.2) details the location and status of all consultee parish councils.

### Identification of Persons with an Interest in the Land under section 42(1)(d)

- 6.2.21 Persons within section 44 of the Act are commonly described as ‘Persons with an Interest in the Land’ (PILs).
- 6.2.22 In order to establish the identity of PILs, detailed land referencing was carried out. A full account of the diligent inquiry methodology is provided in the **Statement of Reasons** (Volume 4, Document Reference 4.1) and to summarise included:
- Land Registry search of the route protection boundary (comprising the limits of deviation plus 300m).
  - Identification of any interests in unregistered land through desk-based research.
  - Identification of common land and other interests, including statutory undertakers with any apparatus within the area.
  - Questionnaire, letter and plans sent to all identified landowners within 100m of the scheme alignment to confirm information.
  - Follow up phone calls, emails and meetings to ensure quality and accuracy of information.
- 6.2.23 Identified PILs were categorised as Category 1, Category 2 or Category 3 PILs, according to the definitions set out under section 44 of the Act (and detailed in paragraph 6.2.6 of this chapter). Some PILs were identified as falling within more

than one category, while several consultees prescribed under section 42(1)(a) were also identified as being a PIL.

- 6.2.24 A list of the section 42(1)(d) PILs consulted is included in **Consultation Report Appendices Appendix E3** (Volume 5, Document Reference 5.2) The PILs have been assigned an identification number for the purposes of this report.
- 6.2.25 The **Book of Reference** (Volume 4, Document Reference 4.3), submitted as part of the application, sets out the persons/bodies which fall within the categories defined in section 44.

### **Consultation activity with section 42 consultees**

- 6.2.26 Statutory consultees were written to on 29 January 2018 by letter and email, inviting comments on the proposed development under section 42 of the Act.
- 6.2.27 In accordance with section 45(2) of the Act the letters and emails stated that consultation opened on 29 January 2018 and that responses needed to be returned by 23:59 on 12 March 2018. The letters and emails included:
- A list of consultation materials available during statutory consultation.
  - A website address (or hyperlink in emails) for taking consultees to the consultation website where materials were stored.
  - A list of the public exhibitions being held during statutory consultation.
- 6.2.28 PILs received tailored versions of the covering letter including the relevant land plot and drawing reference numbers, and an invitation to book a meeting with Highways England during the statutory consultation period. They were also issued with a plan showing their relevant plot of land overlaid with the design of the proposed development.
- 6.2.29 A sample copy of the letters sent to each category of section 42 consultee is included in **Consultation Report Appendices F1 to F3** (Volume 5, Document Reference 5.2)
- 6.2.30 The letters and emails constituted the section 42 'consultation documents' referred to in section 45(3) of the Act. In accordance with section 45(1) and (2) of the Act, the letter gave a deadline of 12 March 2018 for the receipt of comments on the consultation. This provided 42 days of statutory public consultation, as agreed with Cornwall Council in the Statement of Community Consultation (SoCC) and in excess of the minimum 28 day period required under section 45(2) of the Act.

### **Conclusion**

- 6.2.31 The above details the steps Highways England has taken to comply with the statutory requirements for consultation under section 42 of the Act.

## **6.3 Section 46 notification**

### **Introduction**

- 6.3.1 In addition to consultation under section 42, Highways England is required to notify the Secretary of State of the application under section 46 of the Act. This must be done on or before starting consultation under section 42. The Secretary of State must be supplied with the same information as is used for section 42 consultation.

## Notification

- 6.3.2 Highways England wrote to PINS on 26 January 2018 setting out its intention under section 46 to submit an application for a Development Consent Order (DCO). **Consultation Report Appendices Appendix G1** (Volume 5, Document Reference 5.2) contains a copy of the section 46 notification to the Secretary of State. The letter provided details of and a link to the consultation documents on the consultation website. An acknowledgement of receipt was provided by PINS. This can be found at **Consultation Report Appendices Appendix G2** (Volume 5, Document Reference 5.2).

## Conclusion

- 6.3.3 The above details the steps Highways England has taken to comply with the statutory requirements to notify the Secretary of State under section 46 of the Act.

## 6.4 Consultation under section 47

### Introduction

- 6.4.1 Consultation was carried out in accordance with the published Statement of Community Consultation (SoCC). The table at **Consultation Report Appendices Appendix D8** (Volume 5, Document Reference 5.2) sets out a summary of the commitments made in the published SoCC and how these have been adhered to.

### When did consultation take place?

- 6.4.2 Consultation took place between Monday 29 January 2018 and 12 March 2018.

### Who was consulted?

- 6.4.3 As required by section 47 of the Act, Highways England consulted people who live and work in the vicinity of the proposed development, in addition to the prescribed consultees, PILs and local authorities required under section 42 of the Act, and as detailed in section 6.2 of this chapter. This included various representatives, groups and organisations who were contacted and invited to participate in the consultation to seek their views on the proposed development.

- 6.4.4 Those consulted under section 47 of the act can be grouped into the following categories:

- The wider public;
- Elected representatives;
- Additional organisations; and
- Hard-to-reach groups.

### The wider public: postcode mail drop

- 6.4.5 Residents and businesses located in the immediate area of the site were contacted via letter to notify them of the consultation. A 'mail drop zone' of properties to receive this letter was identified and incorporated all properties within 1.5km of the proposed development. The zone was the same as that used as part of previous consultations and confirmed in consultation with Cornwall Council as part of the SoCC process.

- 6.4.6 Addresses within this zone were obtained from the Postcode Addresses File supplied by the Royal Mail.
- 6.4.7 A map of the mail drop zone is provided at **Consultation Report Appendices Appendix H1** (Volume 5, Document Reference 5.2)
- 6.4.8 The letter sent detailed the deadline of 23:59 on 12 March 2018 for the receipt of responses to the consultation. A copy of the letter can be found at **Consultation Report Appendices Appendix H2** (Volume 5, Document Reference 5.2)

The wider public: previous respondents to consultation

- 6.4.9 Respondents to the previous round of consultation who had provided contact details were notified of the consultation via letter. The letter was sent via post in the first instance if an appropriate address was provided. An electronic copy was emailed where no appropriate postal address was provided.
- 6.4.10 The letter included a list of the consultation materials available and a website address where they were stored, as well as a list of the public exhibitions being held during statutory consultation. The letter detailed the deadline of 23:59 on 12 March 2018 for the receipt of comments on the consultation. A copy of the letter can be viewed at **Consultation Report Appendices Appendix F4** (Volume 5, Document Reference 5.2)

Elected representatives

- 6.4.11 The following elected representatives were notified of consultation at the start of the consultation period:
- Members of Parliament (MP);
  - Members of the European Parliament (MEP); and
  - Cornwall Council councillors
- 6.4.12 Selected MPs and MEPs were sent a letter via post. The letter included a list of the consultation materials available and a website address where they were stored, as well as a list of the public exhibitions being held during statutory consultation. A copy of the letter can be viewed at **Consultation Report Appendices Appendix F4** (Volume 5, Document Reference 5.2) The letter detailed the deadline of 23:59 on 12 March 2018 for the receipt of comments on the consultation. The list of MPs and MEPs consulted is provided below in **Table 6-1**.

**Table 6-1 MEPs and MPs consulted**

| Name of Representative | Position   |
|------------------------|--|
| William Legge MEP      | Member of European Parliament for the South West |
| Ashley Fox MEP         | Member of European Parliament for the South West |
| Julia Reid MEP         | Member of European Parliament for the South West |
| Julie Girling MEP      | Member of European Parliament for the South West |
| Clare Moody MEP        | Member of European Parliament for the South West |
| Molly Scott Cato MEP   | Member of European Parliament for the South West |
| Steve Double MP        | Member of Parliament for St Austell and Newquay  |
| George Eustice MP      | Member of Parliament for Camborne and Redruth    |



| Name of Representative | Position                                     |
|------------------------|--|
| Sheryll Murray MP      | Member of Parliament for South East Cornwall |
| Sarah Newton MP        | Member of Parliament for Truro and Falmouth  |

6.4.13 Cornwall Council sent an internal email on behalf of Highways England to all Cornwall Council councillors (123). A copy of the email issued to these elected representatives can be found at **Consultation Report Appendices Appendix I** (Volume 5, Document Reference 5.2)

6.4.14 A briefing meeting was attended by Highways England with Sarah Newton MP and a Cornwall Council transport officer on 19 January 2018.

#### Additional organisations

6.4.15 Paragraph 27 of the Department for Communities and Local Government (DCLG, now Ministry of Housing, Communities and Local Government) guidance<sup>8</sup> notes that for any given sector there are a wide range of consultees, in addition to those prescribed, that may be able to make an important contribution in developing an application.

6.4.16 The discretionary 'additional organisations' which Highways England consulted as part of the statutory consultation can be found at **Consultation Report Appendices Appendix E2** (Volume 5, Document Reference 5.2)

6.4.17 The additional organisations were sent a letter on 29 January 2018 to notify them of the consultation and invite their comments on the proposed development. They were sent the letter by post in the first instance, and an electronic copy via email if a postal address was not available.

6.4.18 The letter included a list of the consultation materials available and a website address (or hyperlink in emails) where they were stored, as well as a list of the public exhibitions being held during statutory consultation. A deadline of 23.59 on 12 March 2018 for responses was detailed in the letter. A copy of the letter is provided in **Consultation Report Appendices Appendix F4** (Volume 5, Document Reference 5.2)

#### Hard-to-reach groups

6.4.19 Hard-to-reach groups can be broadly defined as those that may have specific requirements to access consultation information in comparison to other local residents, or may be less likely to become involved in consultation in comparison to other local residents. It was on this basis that Highways England identified a range of hard to reach groups who could potentially be interested in getting involved in the consultation.

6.4.20 In advance of the launch of consultation, the planned approach was shared with Cornwall Council as part of the preparation of the SoCC.

6.4.21 The identified groups can be categorised as follows:

- Economically challenged and socially deprived communities

<sup>8</sup> Department for Communities and Local Government (DCLG). Planning Act 2008: Guidance on the Pre-application Process. London, 2015.

- Those without broadband
- Geographically isolated communities
- Young people
- Older people
- People with disabilities
- Ethnic minorities
- Holiday home owners, tourists and visitors
- Time poor/busy working people
- LGBT +
- Gypsies and travellers

- 6.4.22 Representatives of hard-to-reach groups were contacted directly by members of the project team prior to the consultation launch to establish the best means of communication with their group. Wherever possible, the representatives were contacted by telephone. Where the project team failed to make contact by phone, or where a number was not available, an email was sent. Of the 67 groups, 13 subsequently stated that they did not want to be involved or did not respond to attempts to contact them.
- 6.4.23 At the start of public consultation, correspondence was sent to all those hard-to-reach groups who had indicated they wanted to receive it, via their preferred channel (email, phone, post etc.). The correspondence delivered the core information around the consultation including details of the public exhibitions and the consultation contact and information channels. Those that were interested were provided with email updates.
- 6.4.24 Depending on the requirements or request of the group, materials were also sent which included consultation booklets, feedback forms, leaflets, posters and the stakeholder media pack.
- 6.4.25 The stakeholder pack provided them with information, social media posts they could simply copy and paste, images to use in their social media posts, and text blocks they could use in their newsletters. An updated version was provided as the consultation progressed. The stakeholder media packs are provided in **Consultation Report Appendices Appendix J** (Volume 5, Document Reference 5.2)
- 6.4.26 The list of hard-to-reach groups identified and the outcome of Highways England correspondence with the groups during prior to and during the consultation period can be found at **Consultation Report Appendices Appendix K** (Volume 5, Document Reference 5.2)
- 6.4.27 In addition, Highways England made sure that:
- The contact telephone number and email address were prominent on all published material (including the SoCC) to enable individuals to contact the team with questions or requests.
  - The consultation booklet and response form was available in alternative forms on request – large print, Braille, languages other than English.
  - Representatives of ‘hard to reach groups’ were contacted directly with details about the consultation.

6.4.28 Highways England also sought to ensure that venues were accessible and could be reached by public as well as private transport, and provide contact details in case anyone had any issues accessing events.

### **Consultation documents**

6.4.29 To enable everyone to have a clear understanding of the background to the proposed scheme and the way that feedback could be provided, the following materials were made available:

#### Consultation booklet

6.4.30 The primary consultation document; this was written in plain English and contained:

- the background to the scheme;
- a summary of the proposed route;
- information about potential benefits, effects and impacts of the scheme;
- how Highways England propose to mitigate against any potential impacts; and
- signposts for readers to more detailed information.

6.4.31 A copy of the consultation booklet is provided at **Consultation Report Appendices Appendix L1** (Volume 5, Document Reference 5.2)

#### Response form

6.4.32 This was designed to help collect people's views during the consultation process. The form comprised of nine questions seeking feedback on elements of the scheme. It also provided space for people to make any additional comments and sought basic demographic information and contact details from each respondent.

6.4.33 The response form was available as a printed version but also online on the consultation website. It included details of a Freepost address to return completed forms; labelled envelopes were also provided at the public consultation events.

6.4.34 A copy of the response form is provided at **Consultation Report Appendices Appendix L2** (Volume 5, Document Reference 5.2)

#### Preliminary Environmental Information Report (PEIR)

6.4.35 This contained preliminary information on the likely environmental effects of the proposals as Highways England had ascertained them at that time, including noise, transport, cultural heritage and air quality. It detailed how Highways England propose to minimise these effects and to maximise the benefits of the scheme. Printed copies of the PEIR were available at the consultation events and deposit points, and could also be downloaded from the consultation website.

6.4.36 Owing to the size of the document, it is not provided as an appendix to this report but it can be found at <https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/>.

#### Scheme overview map

6.4.37 This highlighted where the proposed route has been planned and how it relates to the existing A30. This plan was provided in the consultation booklet and is subsequently included in **Consultation Report Appendices Appendix L3** (Volume 5, Document Reference 5.2)

### Detailed plans of the scheme

- 6.4.38 These provided details of the design for the proposed application. The route was divided into three sections:
- Section A) Chiverton junction to Chybucca;
  - Section B) Chybucca junction to Zelah; and
  - Section C) Zelah to Carland Cross junction
- 6.4.39 These were provided in the consultation booklet; higher resolution plans were also made available on the consultation website. Large A0 size display boards of these plans were provided at the consultation events and deposit points. Copies of these plans were provided in the consultation booklet and are included in **Consultation Report Appendices Appendix L4** (Volume 5, Document Reference 5.2)
- 6.4.40 Other detailed plans provided were the engineering and proposed red line boundary drawings. These were provided at the consultation events and deposit points and are provided in **Consultation Report Appendices Appendix L5** (Volume 5, Document Reference 5.2)

### Scheme visualisation

- 6.4.41 A visualisation of the scheme was developed and made available on the consultation website and on televisions at public exhibitions. The visualisation brought the scheme to life for people by providing a 'drive through' and 'fly through' of the scheme. The visualisation can be accessed following this link: <https://www.youtube.com/watch?v=oYb2QyvbDtg>

### Interactive 'virtual exhibition'

- 6.4.42 An interactive 'virtual exhibition' was created, which offered stakeholders and members of the public unable to get to a consultation exhibition an opportunity to discover more about the scheme by 'walking around the room', clicking on exhibition banners and on documents to find out more. The virtual exhibition was made available on the consultation website and can be accessed following this link: <http://westdigital.arup.com/A30PublicConsultation/StErme/index.html>

### Statement of Community Consultation

- 6.4.43 The SoCC was made available on the consultation website ([www.highways.gov.uk/a30Chiverton](http://www.highways.gov.uk/a30Chiverton)) and at deposit points. A copy of the published SoCC can be found in **Consultation Report Appendices Appendix D5** (Volume 5, Document Reference 5.2)

### Section 48 notice

- 6.4.44 A copy of the section 48 notice was made available on the consultation website at: <https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/> and at deposit points.
- 6.4.45 A copy of the notice was also sent to the EIA consultation bodies on 18 January 2018, as required by Regulation 13 of the Infrastructure Planning EIA Regulations (2017). A copy of this letter is provided in **Consultation Report Appendices Appendix C3** (Volume 5, Document Reference 5.2)

### Section 47 notice

- 6.4.46 A copy of the section 47 notice was made available on the consultation website at [https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting\\_documents/Section%2047%20Notice.pdf](https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/supporting_documents/Section%2047%20Notice.pdf). A copy of the section 47 notice is provided at **Consultation Report Appendices Appendix D6** (Volume 5, Document Reference 5.2)

### **Location of consultation documents**

#### Website

- 6.4.47 Consultation documents were made available to download from the dedicated consultation website: <https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/>
- 6.4.48 A link to this consultation website was provided on the scheme website: <http://www.highwaysengland.co.uk/A30Chiverton>

#### Deposit points

- 6.4.49 Six deposit points were set up at key locations in the mail drop zone and the wider Cornwall area. At each deposit point were all consultation documents, including leaflets, consultation booklets and response forms to take away. The locations were:
- Newquay Library
  - Perranporth Library
  - Redruth Library
  - St Agnes Library
  - Truro New County Hall
  - Truro Community Library
- 6.4.50 The deposit points were checked throughout the consultation period to ensure the documents were available including visits in person and calls to the venues. When stocks were low, copies of documents were delivered to the venues.

### **Feedback mechanisms**

- 6.4.51 A hard copy response form was prepared to enable people to provide feedback. Large print copies were available on request. Copies of the response form were provided at deposit points, on request to hard to reach groups and were available at public events.
- 6.4.52 An online version of the response form was also available on the consultation website in order for people to submit their feedback electronically.
- 6.4.53 Alternatively, people were able to respond directly via letter to the Freepost address (Freepost A30 C-CC) or via email to the scheme email address: [A30ChivertontoCarlandCross@highwaysengland.co.uk](mailto:A30ChivertontoCarlandCross@highwaysengland.co.uk).

### **Conclusion**

- 6.4.54 This chapter demonstrates that the duties required under section 47 of the Act were carried out and that, subsequently, consultation was carried out in line with the SoCC.

## 6.5 Consultation promotion

6.5.1 Highways England undertook various activities to promote the statutory consultation and to encourage participation. The activities were carried out prior to the commencement of the consultation and throughout the statutory consultation period. This section details how the consultation was promoted.

### Public events

6.5.2 These were held to give the public an opportunity to view information about the proposed scheme and speak with members of Highways England's team, as well as to submit feedback on the scheme. The exhibitions were run as 'drop-in' sessions, where attendees could turn up at any point within the advertised times. All the consultation materials and the scheme visualisations were available to view at these exhibitions, including the PEIR and engineering and red line drawings.

6.5.3 There were 15 exhibition boards produced for the events which aligned with information in the consultation booklet; these were also made available on the consultation website. Following feedback received at the launch event (detailed later in this section), an exhibition board relating to the environmental impacts and mitigation of the scheme was produced and included for public events. A copy of the exhibition boards is provided at **Consultation Report Appendices Appendix M1** (Volume 5, Document Reference 5.2)

6.5.4 A wide range of times and locations were selected to increase the number of opportunities for people to attend an event, including in the evenings and on Saturdays. In response to feedback to non-statutory consultation held in October – December 2016, Highways England included an event in Truro.

6.5.5 Details of the public events are provided in Table 6-2.

**Table 6-2 Public events held during statutory consultation**

| Location                           | Date                       | Time       |
|------------------------------------|----------------------------|------------|
| St Erme Community Centre           | Friday 2 February 2018     | 2pm – 8pm  |
| Blackwater Village Hall            | Wednesday 7 February 2018  | 2pm – 8pm  |
| Perranporth Methodist Chapel       | Thursday 8 February 2018   | 10am – 4pm |
| Cornwall Council County Hall Truro | Saturday 10 February 2018, | 11am – 5pm |
| Victory Hall, Indian Queens        | Monday 12 February 2018    | 2pm – 8pm  |
| Shortlanesend Village Hall         | Tuesday 13 February 2018   | 2pm – 8pm  |
| St Michael the Archangel, Newquay  | Wednesday 14 February 2018 | 2pm – 8pm  |

6.5.6 There were 882 attendees to these events. Photographs of some of these events can be found in **Consultation Report Appendices Appendix M2** (Volume 5, Document Reference 5.2)

### Case for the scheme video

6.5.7 A video outlining the challenges of the current road and communicating the key objectives of the scheme was produced. This was made available on the project website ([www.highwaysengland.co.uk/A30Chiverton](http://www.highwaysengland.co.uk/A30Chiverton)) within the 'videos' section;

the video can also be accessed by following this link:

<https://www.youtube.com/watch?v=amHDyybVC1s&feature=youtu.be>

### Key objectives videos

6.5.8 Six 30 second 'key objectives' videos outlining how the scheme would meet each objective it set out to achieve, which were appropriate for circulation on social media were made available on the project website ([www.highwaysengland.co.uk/A30Chiverton](http://www.highwaysengland.co.uk/A30Chiverton)). Links to these videos can be found below:

- Objective 1 – Reducing congestion: <http://bit.ly/2BXzFxp>
- Objective 2 – Boosting economic growth: <http://bit.ly/2EZM5mY>
- Objective 3 – Connecting communities: <http://bit.ly/2CpAP5G>
- Objective 4 – Increasing safety: <http://bit.ly/2oCKGMe>
- Objective 5 – Protecting the environment: <http://bit.ly/2t2mt7w>
- Objective 6 – Minimising disruption: <http://bit.ly/2F8rZKr>

### Posters

6.5.9 An information poster was designed to draw attention to the consultation and inform people of how they could get involved and have their say. It was sent out, either physically or digitally, to stakeholder groups who requested it, including in our outreach to 'hard to reach' and some community groups to display in venues they use for community activity. A copy of the poster is provided in **Consultation Report Appendices Appendix N** (Volume 5, Document Reference 5.2)

### Advertising

6.5.10 The section 47 advertisement was published in local and regional press outlets in advance of the consultation. This contained information about the consultation, how to get involved and how to provide feedback. Further detail on the section 47 notice is provided in Chapter 5 and copies of the notices can be found at **Consultation Report Appendices Appendix D7** (Volume 5, Document Reference 5.2)

### Media releases

6.5.11 Press releases were issued to a number of regional print, online and broadcast outlets to seek coverage at the start and end of the consultation. The outlets that were issued the release were as follows:

- Falmouth Packet
- West Briton
- Western Morning News
- Pirate FM
- Heart Cornwall
- Cornwall Live
- Newquay Voice
- St Austell Voice

6.5.12 Copies of the releases can be found at **Consultation Report Appendices Appendix O** (Volume 5, Document Reference 5.2)

### Events and meetings

6.5.13 Highways England representatives attended events and meetings to help raise awareness of the consultation and encourage people to get involved. These are detailed in Table 6-3.

**Table 6-3 Highways England attendance at events at meetings January - March 2018**

| Engagement Activity                            | Date             |
|--|------------------|
| MP Surgeries                                   | 15 February 2018 |
| Sarah Newton MP Briefing                       | 19 January 2018  |
| St Agnes and Perranporth Network Panel Meeting | 8 March 2018     |
| Cornwall Chamber of Commerce                   | 9 February 2018  |
| St Allen Parish Council Meeting                | 19 February 2018 |

### Launch event and attendance at Cornwall Council meetings

6.5.14 A launch event was arranged for MPs, councillors and stakeholders on the same day as the start of consultation, on 29 January 2018. Invitees included:

- All 123 Cornwall Councillors
- Local MPs
- The Cornwall Local Enterprise Partnership (LEP)
- The Cornwall Chamber of Commerce
- Visit Cornwall
- The Institute of Civil Engineers South West (ICE SW)

6.5.15 Highways England also attended County Hall during Full Council meetings on 21 November 2017 and 23 January 2018 to provide an update on the scheme.

### Pop-up information point

6.5.16 To capture road users, a static information point was set up at Cornwall Services, which comprised an A0 poster and the provision of consultation leaflets and response forms to take away. The stand was in place from Monday 12 February (the start of school half-term) until 12 March 2018 (the end of the consultation period). A photograph of this display is provided in **Consultation Report Appendices Appendix P** (Volume 5, Document Reference 5.2)

### Stakeholder call around

6.5.17 Throughout and preceding the consultation period, Highways England undertook to call local community groups, hard to reach groups and other organisations to ask them to help encourage people to get involved in the consultation and provide their feedback before the consultation closed.

### Social media

6.5.18 Highways England mobilised social media to circulate the message about consultation.

6.5.19 Social media signposting to the consultation website through the @HighwaysSWest Twitter account was used to raise awareness of the



consultation, as well as providing outreach to third party advocates for help circulating consultation information on social media.

- 6.5.20 Cornwall Council also included the consultation materials on their website and tweeted from their account to raise awareness of the consultation.
- 6.5.21 A social media report charting engagement is at **Consultation Report Appendices Appendix Q** (Volume 5, Document Reference 5.2). Stakeholder packs were used to facilitate this. An example of the stakeholder pack is available in **Consultation Report Appendices Appendix J** (Volume 5, Document Reference 5.2).

## Conclusion

- 6.5.22 This chapter demonstrates that the duties required under section 47 of the Act were carried out and that, subsequently, consultation was carried out in line with the SoCC.

## 6.6 Section 48 notice

- 6.6.1 This section demonstrates that the duties required under section 48 of the Act were carried out and that, subsequently, consultation was carried out in line with the SoCC.
- 6.6.2 Section 48 states:
- “Duty to publicise*
- (1)The Applicant must publicise the proposed application in the prescribed manner<sup>9</sup>.*
- (2)Regulations made for the purposes of subsection (1) must, in particular, make provision for publicity under subsection (1) to include a deadline for receipt by the Applicant of responses to the publicity.”*
- 6.6.3 Publicity under section 48 occurred in parallel to statutory consultation under sections 42 and 47 of the Act. The start of consultation and deadline for the receipt of comments on the application were consistent across sections 42, 47 and 48 consultation.
- 6.6.4 As per the requirements of Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended), the section 48 notice was published for two consecutive weeks as follows in publications as listed in **Table 6-4**.

**Table 6-4 Section 48 notice publication locations and dates**

| Publication          | Date of notice            |
|----------------------|---------------------------|
| The Times            | Thursday 18 January       |
| The London Gazette   | Thursday 18 January       |
| The West Briton      | 18 January and 25 January |
| Western Morning News | 18 January and 25 January |

<sup>9</sup> The 'prescribed manner' referred to by Section 48 of the Act is set out in Regulation 4 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

## Details of the section 48 notices published

- 6.6.5 A text copy of the notice is provided at **Consultation Report Appendices Appendix R1** (Volume 5, Document Reference 5.2) Scanned copies of the section 48 notice in the publications listed in the table above can be found at **Consultation Report Appendices Appendix R2** (Volume 5, Document Reference 5.2).

## Conclusion

- 6.6.6 This section details how Highways England complied with the statutory requirements in respect of section 48 of the Act

## 6.7 Additional targeted consultation

- 6.7.1 Following statutory consultation between 29 January and 12 March 2018, Highways England further developed and refined the design of the scheme, having regard to responses received during statutory consultation. As a result of design changes, it was considered necessary to consult PILs whose land interest would be affected by the amended plans. Two rounds of targeted consultation took place between statutory consultation and submission of the DCO.

### Targeted consultation 29 May to 27 June 2018

- 6.7.2 The first round of targeted consultation took place between 29 May and 27 June 2018.
- 6.7.3 In total, 117 PILs were consulted on the design changes which would affect their land interest. A precautionary approach was taken, meaning that all PILs within the red line boundary were consulted, even where no change had been made to the scheme in the area of their land.
- 6.7.4 The PILs were notified by letter, which detailed why they were being consulted again and invited them to meet with Highways England on either Wednesday 6 June or Thursday 7 June 2018 to discuss the plans. The letter identified where land take required for the scheme would increase, decrease or remain unchanged. The letter enclosed plans showing:
- the plots of land in which they have an interest;
  - the amended red line boundary;
  - the type of proposed acquisition (permanent, temporary with permanent rights, or temporary); and
  - the scheme design.
- 6.7.5 The letter also provided a website address for the statutory consultation materials and specified that all responses to the consultation must be made by 23:59 on 27 June 2018, providing a 30 day consultation period exceeding the minimum 28 day period required under section 45(2) of the Act. A copy of the letter sent to PILs is provided in **Consultation Report Appendices Appendix T1** (Volume 5, Document Reference 5.2).
- 6.7.6 Alongside the letter, PILs could respond to the consultation by email or post, to the freepost address.
- 6.7.7 As a matter of courtesy, Highways England notified Cornwall Council, parish councils within the scheme boundary and Sarah Newton MP (the Member of

Parliament for the area) that targeted consultation was taking place. A copy of these letters is provided in **Consultation Report Appendices Appendix T2 – T4** (Volume 5, Document Reference 5.2).

- 6.7.8 A summary of responses to the targeted consultation, and the regard had to the responses by Highways England, is provided in **Table 8-13** in **Chapter 8** of this report.

#### **Targeted consultation 13 July to 10 August 2018**

- 6.7.9 The second round of targeted consultation took place between 13 July and 10 August 2018.
- 6.7.10 In total, 8 PILs were consulted on the design changes which would affect their land interest.
- 6.7.11 The PILs were notified by letter, which detailed why they were being consulted again and invited them to meet with Highways England if required to discuss the plans. The letter also provided a website address for the statutory consultation materials and specified that all responses to the consultation must be made by 23.59 on 10 August 2018, providing a 29 day consultation period exceeding the minimum 28 day period required under section 45(2) of the Act. A copy of the letter sent to PILs is provided in **Consultation Report Appendices Appendix T5** (Volume 5, Document Reference 5.2).
- 6.7.12 Alongside the letter, PILs were also provided with plans of their land interest via post, which detailed how design changes to the scheme would impact the land, identifying where land take required for the scheme would increase, decrease or remain unchanged.
- 6.7.13 No responses were received to this round of targeted consultation.

## 7 Overview of Statutory Consultation Responses

### 7.1 Overview of responses

#### Number and format of responses

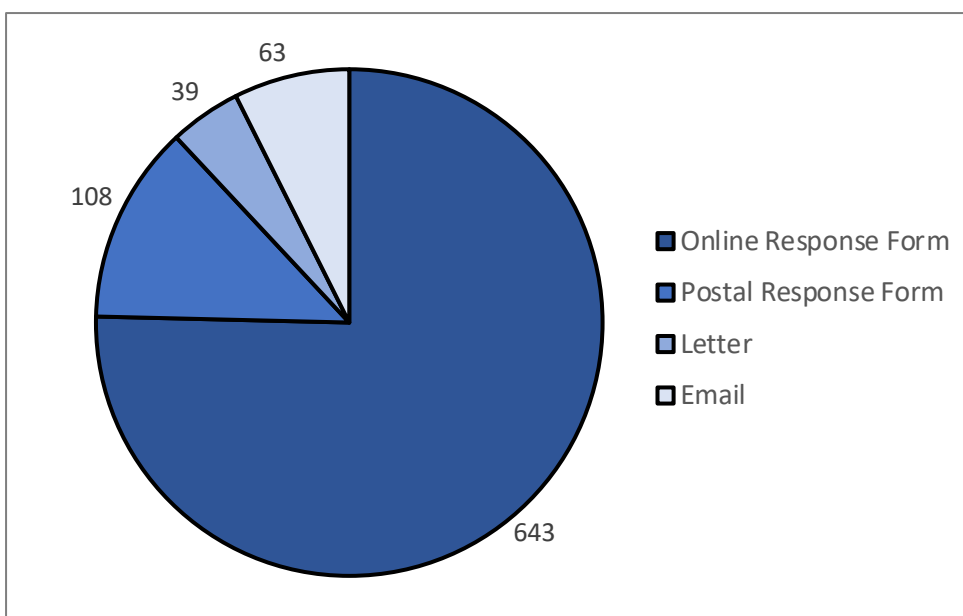
- 7.1.1 A total of 853 responses were received from consultees during the formal consultation period (29 January to 12 March 2018) including responses received after the deadline. All responses, including those received later than the deadline, were included within the analysis within this report.
- 7.1.2 Several respondents submitted their feedback through more than one format, or submitted more than one response. Subsequently, the total number of individual respondents was 799.
- 7.1.3 The table below (Table 7-1) provides a breakdown of the number responses by consultee category.

**Table 7-1 Number of respondents per consultee category**

| Consultee category   | No. of respondents |
|--|--------------------|
| Section 42(1)(a) statutory consultees (including section 42(1)(b) Local Authorities) | 28                 |
| Section 42(d) people with an interest in the land (PILs)                             | 52                 |
| Section 47 general public  | 689                |
| Section 47 additional organisations  | 30                 |

7.1.4 Figure 7-1 represents the breakdown of responses to the statutory consultation by submission method:

- 643 online response forms
- 108 freepost response forms
- 63 emails
- 39 letters



**Figure 7-1 Distribution of consultation response method**

## **Geographic distribution**

- 7.1.5 Figure 7-2 represents the geographical distribution of consultation respondents. The greatest concentration of responses was submitted by people within the vicinity of the scheme. A smaller number of representations were submitted from other areas of Cornwall, as well as a further 19 responses from outside Devon and Cornwall.

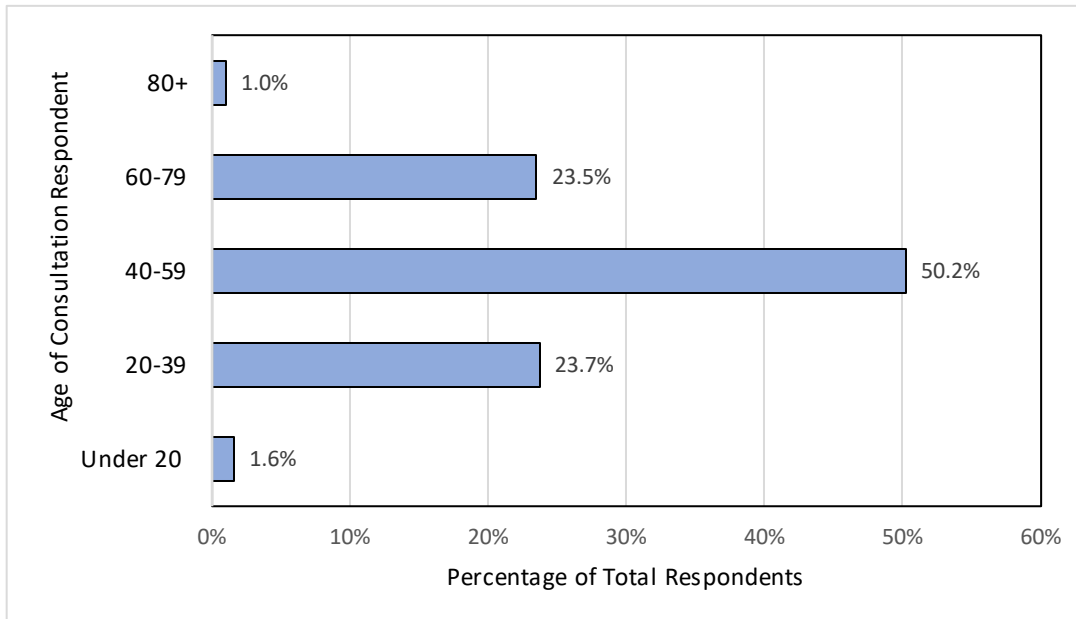


## Demographic distribution

### Age:

7.1.6 As displayed in Figure 7-3, the number of respondents to the consultation by age group is as follows:

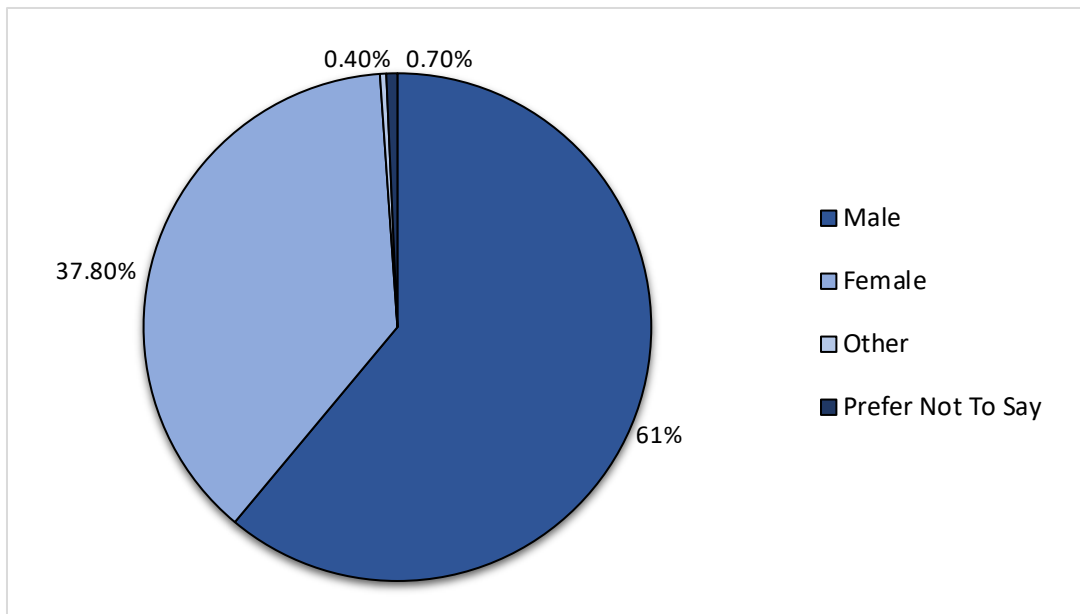
- Under 20 years – 1.6%
- 20-39 years – 23.7%
- 40-59 years – 50.2%
- 60-79 years – 23.5%
- 80 years or older – 1.0%



**Figure 7-3 Age distribution of respondents**

### Gender:

7.1.7 As displayed in Figure 7-4, 61% of consultation respondents were male and 37.9% were female. The residual 1.1% of respondents either preferred not to disclose their gender (0.7%) or stated their gender as 'other' (0.4%).



**Figure 7-4 Gender distribution of respondents**

### Consultation analysis method

7.1.8 In accordance with paragraphs 78 to 84 of the Department for Communities and Local Government (DCLG) (now Ministry of Housing, Communities and Local Government) guidance<sup>10</sup>, the relevant issues raised from public responses have been summarised. To capture and summarise each relevant issue from response forms, the following process of coding has been undertaken:

- For coding consultation responses, 20 themes were created. Of these 20 themes, 10 themes related directly to the published PEIR chapters and 10 themes related to the most commonly cited issues raised at consultation events. These themes are listed in **Table 7-2**.

**Table 7-2 Themes for consultation coding**

| PEIR Related Themes                     | Additional Themes                 |
|---|-----------------------------------|
| Air Quality                             | Traffic and Transport             |
| Cultural Heritage                       | Economics                         |
| Biodiversity                            | Land Ownership                    |
| Landscape and Visual Impact             | Statutory Undertakers             |
| Noise and Vibration                     | Principle of Development          |
| People and Communities                  | Carbon Emissions                  |
| Road Drainage and the Water Environment | Construction Impacts              |
| Geology and Soils                       | Local Road Network                |
| Materials                               | Design and Routing                |
| Climate Change                          | Walking, Cycling and Horse Riding |

<sup>10</sup> Department for Communities and Local Government (DCLG). Planning Act 2008: Guidance on the Pre-application Process. London, 2015



- Each public consultation response was assigned a unique code, read and the issues raised were summarised into the coding themes. This was carried out in the order of questions 1-8 on the response form.
- Each response was counted once. A single response could raise multiple issues. Where an issue had been raised before, the response's unique code was recorded next to the issue which had previously been raised.
- Where technical/detailed points were submitted, expert advice was sought prior to coding.
- This process created an issues log containing all issues raised in the consultation responses. This issues log was summarised, with Highways England responses to the issues raised, detailed in **Chapter 8**.

7.1.9 The coding process related to responses received from the general public through the online response form, posted response forms and direct emails. These formed the majority of the consultation responses received.

7.1.10 The responses received from the prescribed consultees (section 42(1)(a) and section 42(1)(b), landowners (section 42(1)(d)) and additional organisations were not coded. Rather, they were read and issues that were raised were summarised in tables per respondent. These are located in **Chapter 57**.

## 7.2 Responses received and key themes

7.2.1 This section provides an overview of key matters raised, including response rates, for questions 1 to 8, following the coding process.

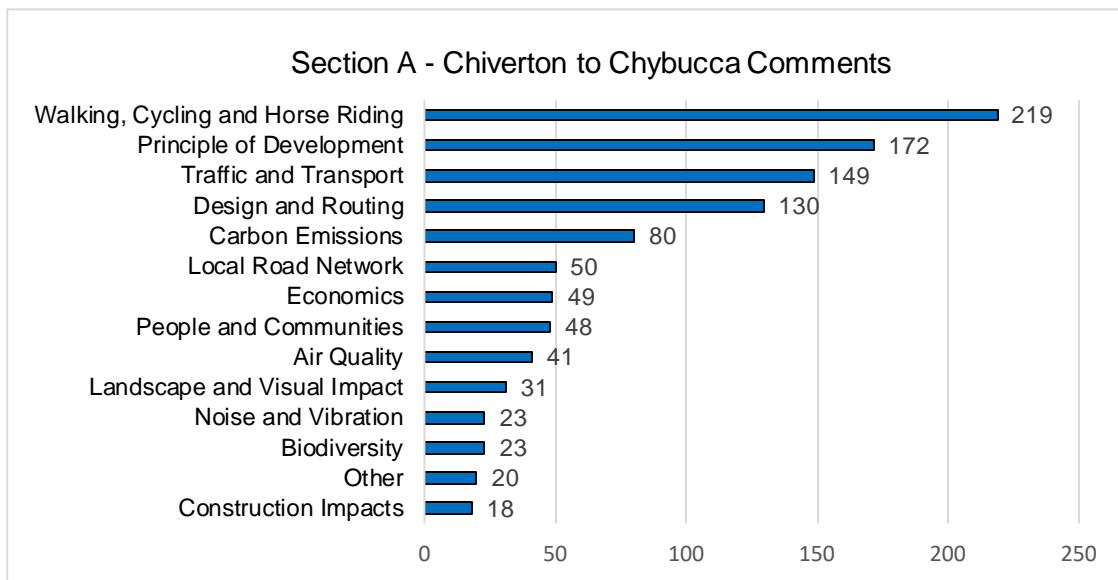
7.2.2 The following analysis cites the number of times the coding themes have been raised in consultation responses. As a single consultation response could contain more than one theme, the total number of themes, as expressed in the analysis below, will be greater than the total number of responses received. Further analysis of issues raised and how these have been taken into account is covered in **Chapter 8**.

### **Question 1 (Section A) – Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?**

7.2.3 Figure 7-5 outlines the main themes arising from Section A: Chiverton junction to Chybucca. A total of 590 respondents answered this question, 78.5% of the total number of responses.

7.2.4 The greatest number of comments related to walking, cycling and horse riding (WCH). Of those who answered the question, 219 respondents raised this theme. The three next most commonly arising themes were:

- The principle of development (172 respondents)
- Traffic and transport (149 respondents)
- Design and routing (130 respondents)



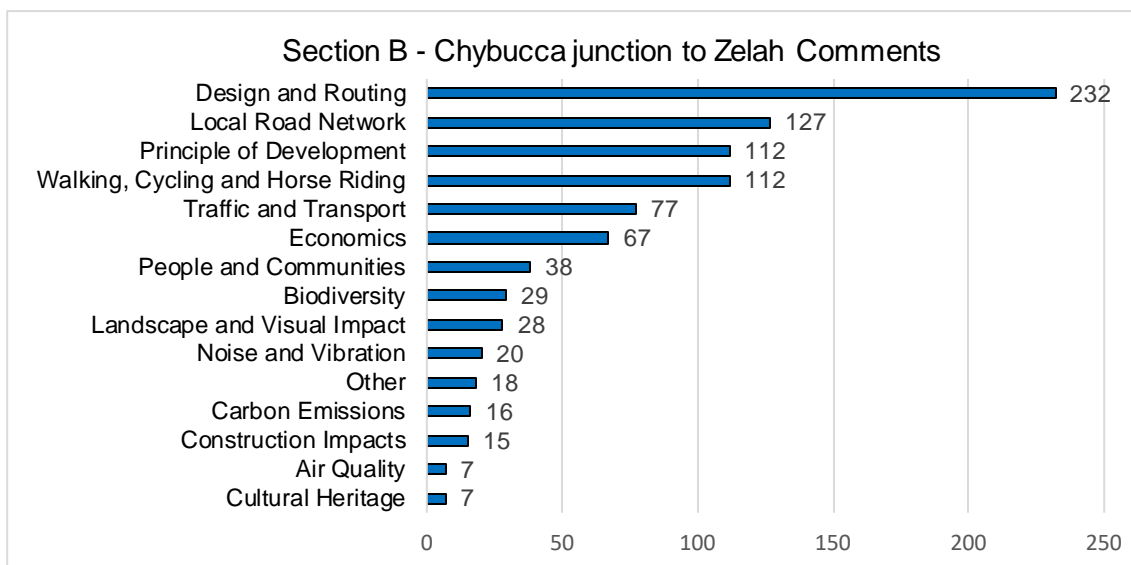
**Figure 7-5 Question 1 response themes**

**Question 2 (Section B) - Do you have any comments on our proposals for the Chybuca junction to Zelah section of the scheme?**

7.2.5 Figure 7-6 outlines the main themes arising from Section B: Chybuca junction to Zelah. A total of 472 respondents answered this question, 62.9% of the total number of responses.

7.2.6 The greatest number of comments related to design and routing. Of those who answered the question, 232 respondents raised this theme. The three next most commonly arising themes were:

- Local road network (127 respondents)
- Principle of development (112 respondents)
- Walking, cycling and horse riding (112 respondents)



**Figure 7-6 Question 2 response themes**

### Question 3 (Section C) - Do you have any comments on our proposals for the Zelah to Carland Cross junction section of the scheme?

7.2.7 Figure 7-7 outlines the main themes arising from Section C – Zelah to Carland Cross. A total of 380 respondents answered this question, 50.7% of the total number of responses.

7.2.8 The greatest number of comments raised related to the principle of development. Of those who responded to the question, 107 respondents raised this theme.

7.2.9 The three next most commonly arising themes were:

- Walking, cycling and horse riding (86 respondents)
- Local road network (61 respondents)
- Design and routing (52 respondents)

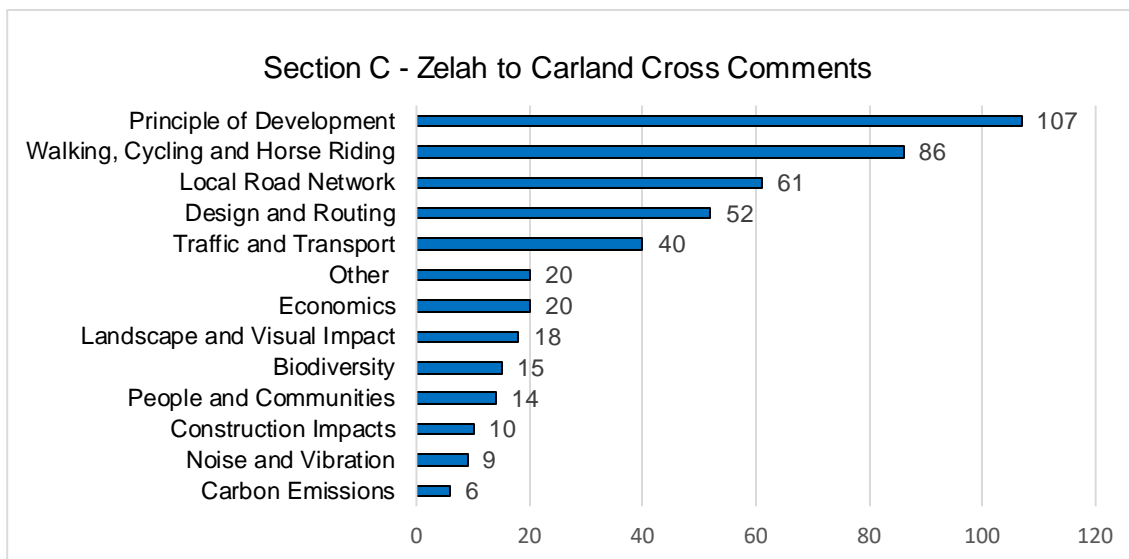


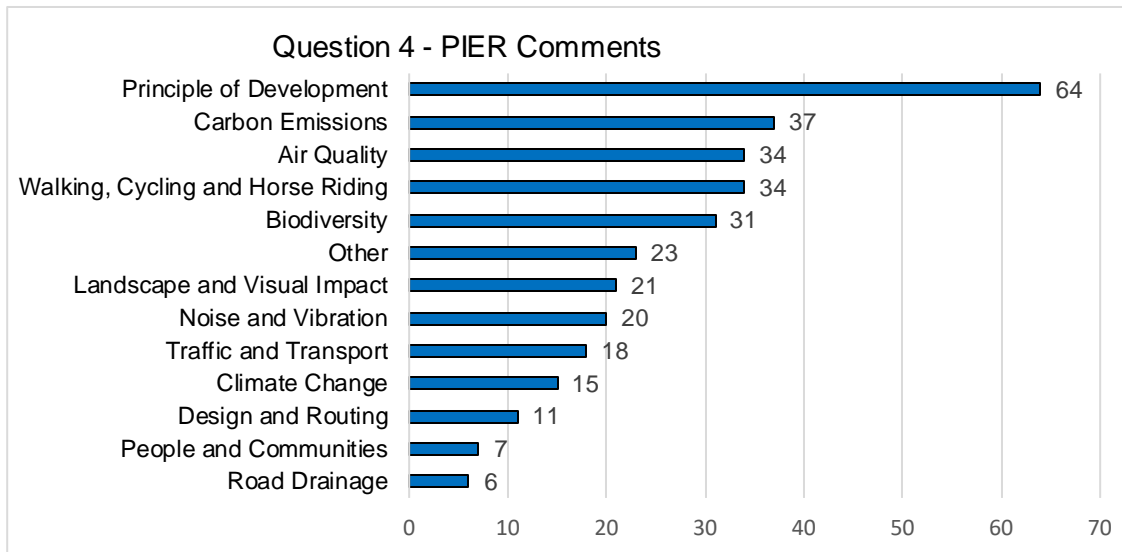
Figure 7-7 Question 3 response themes

### Question 4: Do you have any comments on the Preliminary Environmental Information Report?

7.2.10 Figure 7-8 outlines the main themes arising from question 4 – The Preliminary Environmental Information Report. A total of 339 respondents answered this question, 45.2% of the total number of responses.

7.2.11 The greatest number of comments related to the principle of development. Of those who responded to the question, 64 respondents raised comments to this theme. The three next most commonly arising themes were:

- Carbon emissions (37 respondents)
- Air quality (34 respondents)
- Walking, cycling and horse riding (34 respondents)



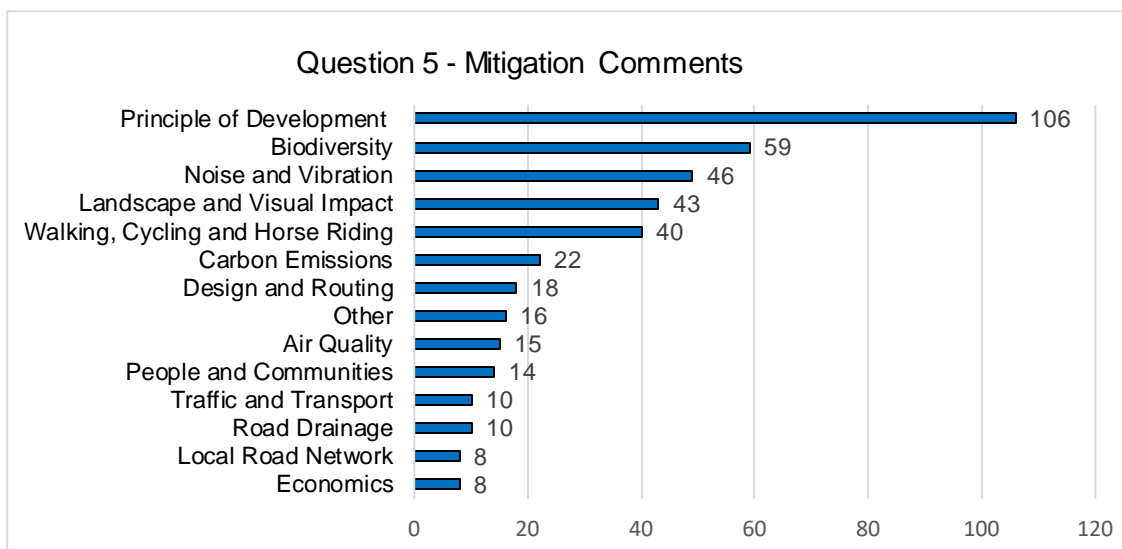
**Figure 7-8 Question 4 response themes**

**Question 5: Do you have any comments on the mitigation that we are proposing, or any other comments for mitigation?**

7.2.12 Figure 7-9 outlines the key themes and issues in regard to question 5 and proposed mitigation. A total of 373 respondents answered this question, 49.7% of the total number of responses.

7.2.13 The greatest number of comments related to the principle of development. Of those who answered the question, 106 respondents raised comments in regard to this theme. The three next most commonly arising themes were:

- Biodiversity (59 responses)
- Noise and vibration (46 responses)
- Landscape and visual impact (43 responses)



**Figure 7-9 Question 5 response themes**

### Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?

7.2.14 Figure 7-10 outlines the key issues and themes in regard to de-trunking of the existing A30. A total of 438 respondents answered this question, 58.4% of the total number of responses.

7.2.15 The greatest number of comments related to walking, cycling and horse riding. Of those who answered the question, 203 responses related to this theme. The three next most commonly arising themes were:

- Local road network (151 responses)
- Principle of development (70 responses)
- Traffic and transport (36 responses)

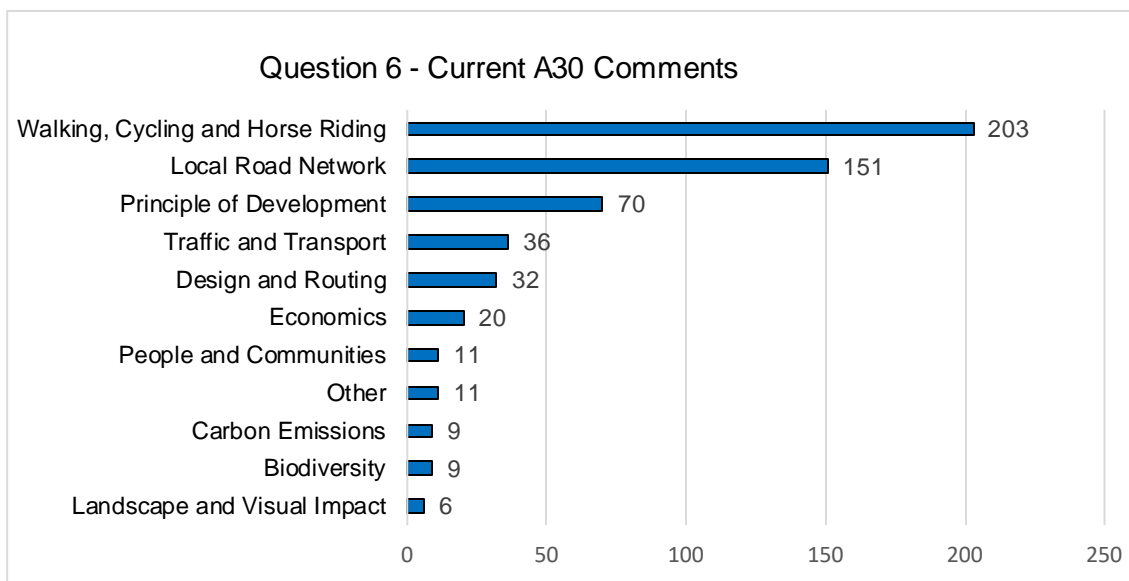


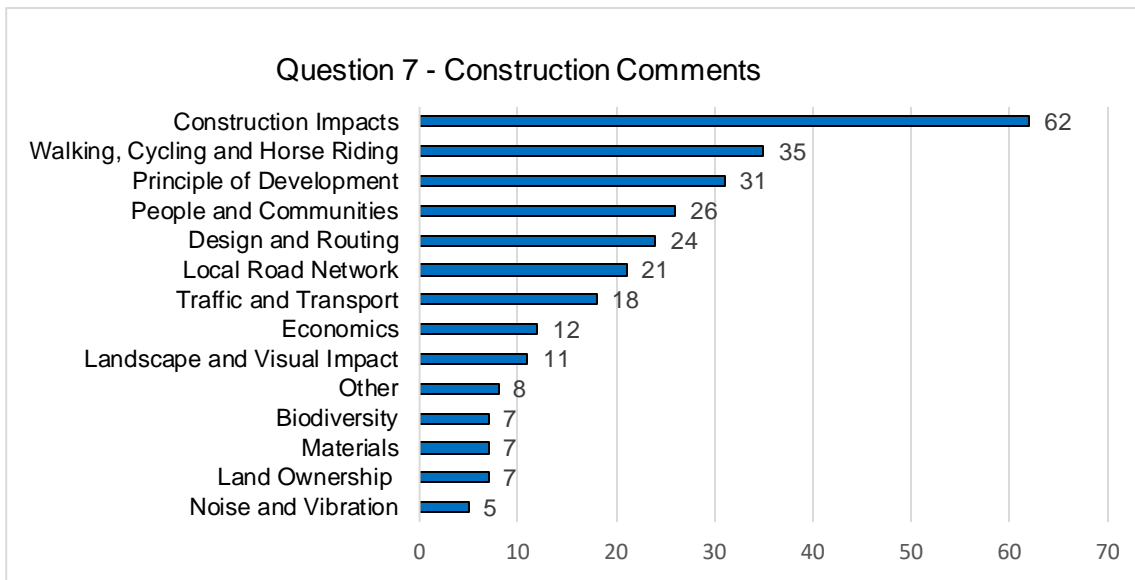
Figure 7-10 Question 6 response themes

### Question 7: Do you have anything you think we will need to consider as we develop our construction plans further?

7.2.16 Figure 7-11 outlines the key issues and themes in regard to the construction phase of the proposed A30. A total of 331 respondents answered this question, 44.1% of the total number of responses.

7.2.17 The greatest number of comments related to construction impacts. Of those who responded to the question, 62 respondents raised comment regarding this theme. The next three most commonly arising themes from question 7 were:

- Walking, cycling and horse riding (35 responses)
- Principle of development (31 responses)
- People and communities (26 responses)



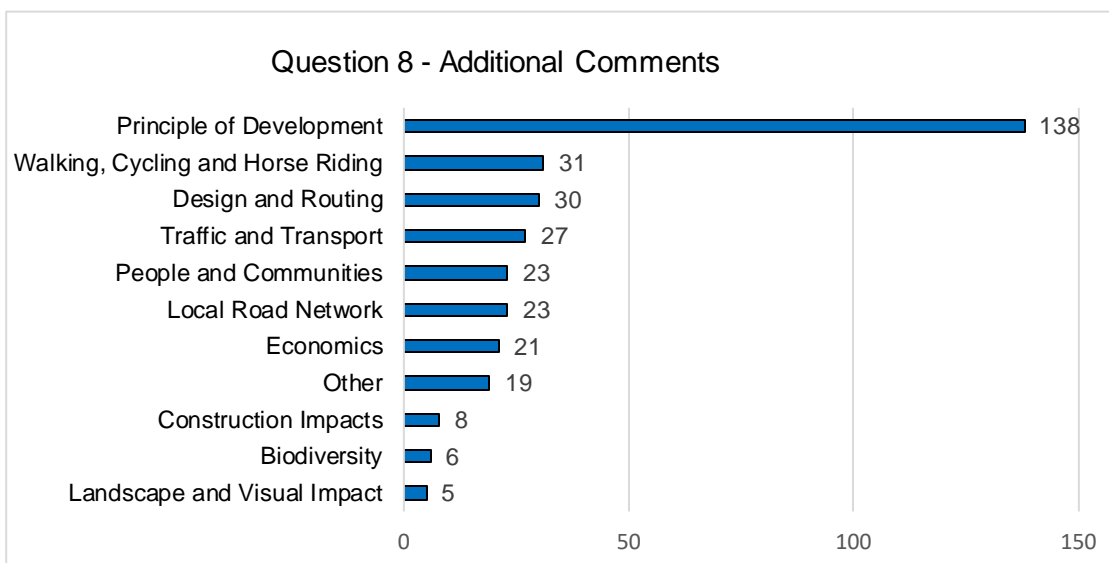
**Figure 7-11 Question 7 response themes**

**Question 8: Do you have any other comments on our proposals for the A30 Chiverton to Carland Cross scheme?**

7.2.18 Figure 7-12 outlines the key issues and themes in regard to the public’s additional comments. A total of 330 respondents answered this question, 44.0% of the total number of responses.

7.2.19 The greatest number of comments related to the principle of development. Of those who responded to the question, 138 respondents raised comments regarding this theme. The next three most commonly arising themes from question 8 were:

- Walking, cycling and horse riding (31 responses)
- Design and routing (30 responses)
- Traffic and transport (27 responses)



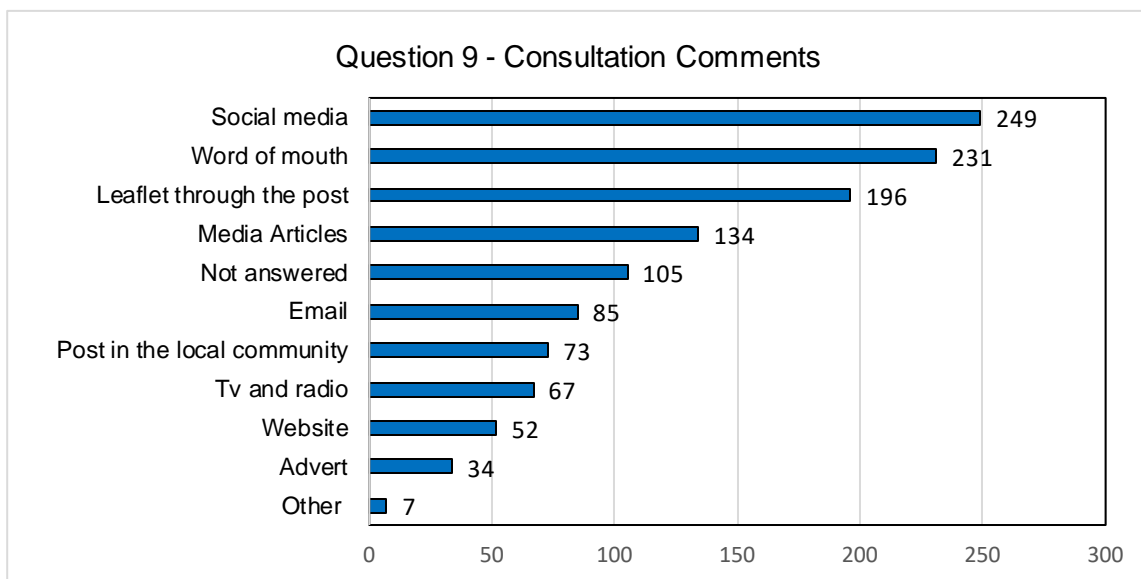
**Figure 7-12 Question 8 response themes**

**Question 9: How did you hear about this consultation?**

7.2.20 Figure 7-13 outlines the key methods by which respondents would have been informed about the consultation. A total of 645 respondents answered this question, 86% of the total number of respondents.

7.2.21 Social media was the most common method which informed respondents about the consultation, with 249 respondents stating this was how they were informed. The next three most commonly arising methods for respondents being informed about the consultation were:

- Word of mouth (231 responses)
- Leaflet through the post (196 responses)
- Media articles (134 responses)



**Figure 7-13 How respondents heard about the consultation**

## 8 Matters Raised and Highways England's Response

### 8.1 Summary of design changes following statutory consultation

8.1.1 Following statutory consultation between 29 January 2018 and 12 March 2018, Highways England has reviewed and refined the design of the scheme. As a result of this process, there have been various design changes to the scheme which was presented at statutory consultation.

8.1.2 The design changes have been influenced by matters raised and suggestions made in response to statutory consultation; additional engagement with persons with an interest in the land (PILs) outside of statutory consultation; detailed environmental assessment; and engineering standards defined by the Design Manual for Roads and Bridges (DMRB).

8.1.3 A detailed account of the development of the scheme and all design changes made since the start of the scheme in 2014, including the alignment and options assessment, is provided in **Chapter 3 - Consideration of Alternatives of the Environmental Statement** (Volume 6, Document Reference 6.2).

8.1.4 A summary of the design changes, organised by topic, is provided below.

#### **Walking, cycling and horse riding**

8.1.5 Access for walkers, cyclists and horse riders (WCH) within and around the scheme was a matter raised frequently by respondents to the statutory consultation. In particular, there was concern that existing routes would be disrupted and that provision for WCH would not be sufficiently connected or safe to encourage sustainable means of transport. Various suggestions were made by the public and other stakeholders on how WCH provision could be improved within the scheme, including a significant number of comments regarding a dedicated WCH connection at Chiverton junction.

8.1.6 The following changes to the scheme have been made relating to WCH provision at Chiverton junction:

- a new off-carriageway connection between the realigned B3277 and the realigned A3075;
- a new off-carriageway connection between the realigned A390 and the existing A30; and
- a new underpass between the proposed roundabout at Chiverton Cross and the location of the existing roundabout, which connects the realigned B3277 with the realigned A390.

8.1.7 These changes mean that WCH users will be able to use Chiverton Cross without travelling on the main carriageway.

8.1.8 The following changes relating to WCH provision have been made throughout the scheme:

- the ramped access to the green bridge which crosses the scheme at Marazanvose has been amended to accommodate WCH;



- a new bridleway has been included north of Chybucca to connect two bridleways (BR314/64/1 and BR314/65/1) for WCH;
- a new bridleway has been included between Mitchell and Carland Cross to provide safe access for WCH; and
- the width of the verges on the junctions and side roads has been amended where appropriate to accommodate WCH routes.

8.1.9 The provision for WCH is considered in more detail in **Chapter 12 - People and communities of the Environmental Statement** (Volume 6, Document Reference 6.2).

### Land take and access

8.1.10 Highways England has sought to engage with PILs throughout the development of the scheme through both statutory consultation and in engagement outside of the statutory requirements. The following changes to the scheme have been made as a result of discussions with PILs:

- the ramped access to the green bridge at Marazanvose has been amended to provide farm access;
- a private means of access has been included at Chybucca to maintain safe access for landowners as well as WCH;
- a private means of access has been included between Mitchell and Carland Cross in response to ongoing landowner engagement;
- reconfiguration of the proposed construction compound at Trevalso to reduce the impact and land take on the affected PIL;
- noise mitigation at Marazanvose in the form of noise screening;
- laybys at Marazanvose have been moved so that they are no longer directly opposite properties and a landholding in Marazanvose; and
- the vertical alignment has been amended in two main areas at Marazanvose and Pennycomequick, in part to address noise and visual impact concerns from the adjacent landowners.

8.1.11 Highways England's response to matters raised by PILs are provided in detail in **Table 8-2** of this report.

### Environmental mitigation

8.1.12 A Preliminary Environmental Information Report (PEIR) was prepared for statutory consultation, to provide a preliminary account of expected environmental impacts of the scheme. During and following the statutory consultation, detailed environmental assessment was carried out to produce the full suite of Environmental Information (including the Environmental Statement) in Volume 6 of the DCO application. More detailed assessments, as well as concerns and issues highlighted in responses to consultation and engagement with statutory bodies, landowners and stakeholders, have resulted in the following changes to the scheme relating to environmental mitigation:

- an additional multi-species crossing has been included at Trevalso;
- a multi-species crossing has been enlarged for use by bats near Journey's End;
- provision of noise, landscape and visual mitigation at Chiverton through Cornish hedgerows on the new junction;

- provision of noise mitigation at Marazanvose area in the form of noise fencing;
- amendment of the vertical alignment in two main areas at Marazanvose and Pennycomequick, in part to improve the noise, landscape and visual impacts of the route.

### Engineering and safety standards

8.1.13 The following changes to the scheme relate specifically to engineering and safety requirements, as out in the Design Manual for Roads and Bridges (DMRB). The following changes relate to engineering and safety requirements:

- the vertical alignment has been amended at Marazanvose and Pennycomequick;
- one rest area with picnic benches has been included off the B3277 close to the existing petrol stations and Starbucks (which will be retained), to provide a safe rest area in accordance with standards;
- an additional public layby has been added to provide safe stopping places for road users, and 4 have been moved to remove them from residential areas;
- two maintenance laybys have been moved to co-locate with public laybys to make it safer to maintain the road;
- the location and size of a number of attenuation ponds have been changed, most notably at the western tie-in of the realigned existing A30 and Pennycomequick, as a result of changes to the horizontal alignment and further assessment;
- realigned local side roads have been designed to match the existing road and verge widths where appropriate and in agreement with Cornwall Council;
- some side road verge widths have been increased where required to provide improved visibility;
- near Tresawsen underpass, the new junction from Zelah to the realigned existing A30 has been moved west by approximately 100m to enhance safety
- Henvor Lane has been realigned slightly, and visibility on the junction with Trevalso Lane has been increased for safety;
- the height from the road to the structure at Tolgroggan bridge and Carland Cross underbridge has been increased to provide the required headroom for large vehicles;
- the size of the Chiverton junction gyratory carriageway has increased to accommodate additional lanes; and
- the size of the Chybucca junction roundabouts have increased to improve safety, and the southern roundabout has moved 6m south east to improve the gradient of the road.

### Summary

8.1.14 This section has provided an overview of design changes made to the scheme since statutory consultation and which are included in the scheme that is the subject of the DCO application. These changes have evolved taking into account responses to consultation from the public, PILs and statutory consultees, as well as technical requirements and assessments. Detailed responses to every matter raised, including design suggestions, are provided in sections 8.4 to 8.7 of this chapter.

## 8.2 Summary of matters raised that did not result in changes and why

- 8.2.1 As summarised in section 8.1, changes to the design of the scheme since statutory consultation have been influenced by a combination of factors, including suggestions and matters raised by the public, PILs and stakeholders in response to the consultation. However, not all suggestions or matters raised could be accommodated within the design of the scheme, taking into account other constraints such as environmental impacts, cost of the scheme, land required and engineering and safety standards.
- 8.2.2 This section summarises key issues or suggestions raised in response to consultation that did not subsequently result in a change to the design of the scheme. It highlights those issues and suggestions that were raised most frequently; a response from Highways England on all individual matters raised and suggested changes is provided in section 8.4 to 8.7 of this chapter.

### Chiverton Cross WCH Connection

- 8.2.3 A key issue raised during public consultation was the impact of the relocated Chiverton junction on WCH connectivity. It was felt by members of the public, interest groups and statutory consultees that the provision for WCH at the new Chiverton junction is inadequate, specifically in relation to the proposed requirement for WCH users to add 1.5km to the journey in order to gain access between the B3277 from St Agnes and the A390 to Truro. The impact of this on commuters between St Agnes and Truro, as well as in terms of safety and encouraging sustainable travel, was found to be unacceptable by many respondents. It was suggested that a WCH crossing is required at the site of the existing Chiverton junction, following the 'desire line' between the B3277 and the A390.
- 8.2.4 Highways England considered the feedback regarding the WCH crossing at Chiverton Cross and determined that the provision of a crossing at the location stipulated by respondents would not be feasible due to the impacts of including the crossing on the project and construction programme. The preferred location of a cycle bridge is further constrained by the potential effects a crossing in this location could have on the World Heritage Site.
- 8.2.5 Although the preferred WCH connection location has been deemed unfeasible for inclusion in the DCO submission, Highways England has committed to delivering improved WCH connectivity through the addition of a proposed underbridge approximately 1km from the preferred 'desire line' location stated by respondents. This underpass [identified as PR2] is detailed in **Chapter 12 - People and Communities** of the Environmental Statement (Volume 6, Document Reference 6.2,) and in the **PRoW Management Plan** (Volume 6, Document Reference 6.4, ES Appendix 16.1 Outline CEMP Annex P) and in the **Public Rights of Way Plan** (Volume 6, Document Reference 6.3, ES Figure 12.4). New off-carriageway connections are also provided between the realigned B3277 and the realigned A3075; and between the realigned A390 and the existing A30. These changes mean that WCH users will be able to navigate Chiverton without travelling on the main carriageway.

### Segregated A390 slip roads

- 8.2.6 Concern was raised in response to consultation that the design of Chiverton junction would result in congestion on the A390 and on the main carriageway of the new A30. Objection was also raised to the additional 1.5km distance required to travel from the A390 to Chiverton, due to the eastern relocation of the junction. It was suggested that additional slip-roads would be needed, particularly a west-bound segregated slip-road onto the A30 from the A390.
- 8.2.7 Highways England has considered the need for an additional slip road in this location, including west-bound from the A390 onto the A30. Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the **Transport Report** (Volume 7, Document Reference 7.4), The modelling shows that there would be no significant harmful impacts overall in relation to congestion on the A390 as a result of the scheme.
- 8.2.8 Furthermore, a detailed modelling assessment of the proposed Chiverton junction (using Junctions 9 software) shows that the scheme would not result in significant impacts such that would lead to queuing and congestion on the new A30. The assessment shows that the new Chiverton design would significantly reduce queues on the A390 in comparison to a 'Do Minimum' scenario (in which the proposed scheme is not implemented and the existing A30 remains in its current form). Therefore, Highways England consider that there is not sufficient demand for the provision of additional segregated slip roads in this location.
- 8.2.9 Beyond demand, there are additional constraints to this aspect of the design that Highways England has taken into consideration. First, under the DMRB, there is a minimum required spacing distance of 450m between consecutive merges, such as on-slips for Chiverton junction and the A390. This is required in order to provide adequate space for vehicles to safely enter and exit the main carriageway. A second constraint is the close proximity of the World Heritage Site boundary, which limits the potential alignment and position that the on-slip would be able to take within the design and safety standards.
- 8.2.10 Given the lack of forecast requirement and cost implications, the safety and engineering constraints, and potential impact, Highways England has determined that the provision of the suggested west-bound on-slip for the A390 should not be included in the scheme.

### Chybucca, east facing slip roads

- 8.2.11 A key concern raised at statutory consultation, as well as in previous non-statutory consultation and engagement, was the non-provision of east facing slip roads at Chybucca junction. A significant number of respondents to the statutory consultation raised concerns on the impacts that the lack of east facing slips would have on connectivity, traffic through local roads (rat-running) and congestion, with some respondents querying the design would represent good value for money or undermine the principle of the scheme.
- 8.2.12 During non-statutory consultation on the scheme in late 2016, the lack of east facing slip roads at Chybucca was raised as a concern. As detailed in the **Scheme Assessment Report** (Volume 7, Document Reference 7.6), Highways England considered this issue in response to the concerns raised at consultation

and concluded that the predicted traffic flows did not justify the provision of east facing slip roads at this location as part of the scheme.

- 8.2.13 Following the Preferred Route Announcement (PRA) in 2017, Highways England has further assessed the provision of east facing slip roads through additional traffic modelling. The traffic model was further developed and includes additional local roads used for rat running. The model demonstrates that the number of vehicles using the east facing slip roads remains low in comparison to that of those using the west facing slip roads. The model shows that by 2038, the demand for east facing slip roads would be 1,764 vehicles per day (528 east facing on-slip and 1,236 east facing off-slip), whilst demand for west facing slip roads would be 11,322 vehicles per day (4,799 west facing on-slip and 6,523 west facing off-slip).
- 8.2.14 Beyond consideration of demand for east facing slip roads, there are other aspects that would also need to be considered, such as: construction costs, environmental impacts, increased land take, which would be significant in this location given the extent of additional earthworks, cuttings and embankments that would be required to construct the slip roads.
- 8.2.15 To summarise, the introduction of east facing slip roads has been reviewed by Highways England following both non-statutory and statutory consultation, and the decision to provide west facing slip roads only at Chybucca is still supported. Given that future demand is predicted by the traffic modelling to be low, east facing slip roads would not address the specific issues of congestion, safety, network reliability and capacity on the existing A30.
- 8.2.16 Further detail on the traffic modelling undertaken in this assessment is provided in the **Transport Report** (Volume 7, Document Reference 7.4) and details of the environmental assessment are provided in the **Environmental Statement** (Volume 6, Document Reference 6.2).

### **Routing and horizontal alignment**

- 8.2.17 A number of comments received in response to statutory consultation related to the principle of the preferred route (or horizontal alignment) of the scheme.
- 8.2.18 The statutory consultation presented a preferred route alignment and design for the scheme. The purpose of the consultation was not to seek feedback on the principle of the preferred route of the scheme; this was consulted upon during previous rounds of consultation and engagement, as detailed in Chapter 3 of this report.
- 8.2.19 Highways England provided its justification for the preferred route at the time of the Preferred Route Announcement (PRA) in July 2017 and as detailed in the **Scheme Assessment Report** (Volume 7, Document Reference 7.6) and separate **Route Selection Report** (Volume 7, Document Reference 7.7). Highways England decided to progress with this route as it performed the best overall against overarching objectives and appraisal criteria.
- 8.2.20 Highways England has not reviewed the preferred route decision following statutory consultation as this was not an aspect of the design that was being consulted upon, and the final decision relating to the overall alignment has been established in the previous stage of the project. However, Highways England has taken into consideration comments received relating to the horizontal alignment in

specific locations, rather than relating to the principle of the route. The regard had to these is responses is provided in the tables within section 8.4 of this report.

- 8.2.21 Highways England recognises that some respondents to consultation object to the preferred route selection in principle.

### **Local roads and de-trunking of the existing A30**

- 8.2.22 A significant number of respondents to statutory consultation raised concerns or made suggestions relating to the status, management and use of the existing A30 and other local roads during and after the implementation of the scheme.
- 8.2.23 The existing A30 is being retained for use by local traffic, and would be kept open during construction to minimise disruption. Highways England is committed to funding measures on the de-trunked A30 to discourage high speeds through design of the road to influence driver behaviour, and to make the existing A30 more attractive to WCH users.
- 8.2.24 Highways England is working with Cornwall Council regarding the local road network in the vicinity of the scheme. Discussions are ongoing regarding the impact of the proposed A30 on the wider, local road network and the needs of all road users including WCH. Highways England are committed to funding monitoring and further measures if required at Penstraze Lane, Henvver Lane and Shortlanesend in response to potential increases in traffic in these areas following the opening of the scheme.
- 8.2.25 Detailed responses to specific matters raised relating to de-trunking are provided in **Table 8-9** of this report.

## **8.3 Summary**

- 8.3.1 This section has highlighted some of the key changes that were made to the A30 Chiverton to Carland Cross scheme following statutory consultation. It has also detailed the main issues or suggestions raised by respondents to statutory consultation that have not related to or resulted in a change to the design, explaining the justification for the decision taken by Highways England.
- 8.3.2 The tables within the following sections of this Chapter demonstrate that Highways England has considered and had regard to every response received during statutory consultation, as well as those received during non-statutory consultation and engagement activities.

## 8.4 Matters raised by section 42(1)(a)(b) prescribed consultees and Highways England response

8.4.1 **Table 8-1** provides a summary of matters raised in response to statutory consultation by the section 42(1)(a)(b) prescribed consultees. For each matter raised, the regard had by Highways England to this matter is outlined in accordance with section 49 of the Planning Act 2008. It is identified if the matter raised resulted in a design change, did not result in a design change or was not relevant to a design change.

**Table 8-1 Summary of responses and regard had to response: section 42(1)(a)(b) prescribed consultees**

| Consultee             | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------------------|---|---|--|
| Cornwall Council (CC) | <b>Principle of development:</b> Cornwall Council (CC) welcomes the scheme, as this section of the A30 is the main link between West Cornwall and the Isles of Scilly and the national motorway network. The route is particularly popular during the holidays when traffic flows are higher than average; the resulting congestion, delays and rat running through local villages is hazardous, and poses serious problems for the local community, tourists and businesses in the region. | The support for the principle of development, including a recognition of the need for the scheme, is noted. | N/A  |
|                       | <b>Objectives:</b> CC supports the overarching objectives of the scheme, which are to: reduce congestion; unlock growth; connect communities; improve safety, operation and efficiency; protect the environment, and minimise disruption during construction.   | The support for the objectives of the scheme is noted.  | N/A  |
|                       | <b>Consultation:</b> CC is content that throughout the development of this scheme they have had the opportunity to influence the design of the scheme.  | Satisfaction with Highways England's consultation and engagement with Cornwall Council is noted.            | N/A  |
|                       | <b>Section A, highways design:</b> CC agrees to the gyratory rather than dumbbell arrangement of Chiverton Roundabout.  | It is noted that Cornwall Council agrees to the gyratory arrangement of Chiverton roundabout.               | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           | <p><b>Section A, highways design:</b> CC has concerns that the westbound off-slip will be affected by traffic queueing on the A390 that may give rise to traffic queueing onto the A30.</p> | <p>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport Report (Volume 7, Document Reference 7.4).</p> <p>A detailed modelling assessment (using Junctions 9 software) of the proposed Chiverton junction demonstrates that there will not be significant negative impacts on the A390 which would affect the westbound off-slip at Chiverton and lead to queueing on the A30.</p> <p>The assessment shows that the new Chiverton design will significantly reduce queues on the A390, in comparison to a scenario in which the proposed scheme was not implemented and the existing A30 remained in its current form.</p> | N  |
|           | <p><b>Section A, highways design:</b> CC would like to see further work undertaken for the provision of a westbound off-slip from the A390 as currently exists.</p>                         | <p>There are two constraints to the provision of a west-bound off-slip from the A390 at the site of the existing Chiverton junction.</p> <p>There is a minimum required spacing distance of 450m between the on-slip roads for Chiverton junction and the A390. This is required in order to provide adequate space for vehicles to safely merge and diverge.</p> <p>Meeting these standards would result in a westbound off-slip from the A390 that would pass directly through the World Heritage Site. The proposals for the scheme have sought to avoid the designated World Heritage Site to minimise any potential impacts on it.</p>  | N  |



| Consultee | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           |  | As noted in the response above, the junction modelling of Chiverton shows that the A390 arm of the scheme operates satisfactorily.   |  |
|           | <b>Section A, highways design:</b> CC is concerned that eastbound traffic could route through Chacewater.  | Traffic modelling demonstrates that the scheme will result in a slight reduction in the number of trips through Chacewater overall, and will not encourage road users to pass through Chacewater. Further detail on transport modelling and assessment is provided in section 7.3 of the Transport Report (Volume 7, Document Reference 7.4).  | N  |
|           | <b>Section A, highways design:</b> CC would seek to minimise the intrusion of street lighting on this junction.  | In terms of lighting, there will be no road lighting on the mainline, or at the junctions. The scheme has been assessed on this basis. For walking, cycling and horse riding (WCH), low level, motion-sensitive lighting is proposed at WCH underpasses at Chiverton, Church Lane and Carland Cross, as well as Trevalso underpass.  | Y  |
|           | <b>Section A, WCH:</b> CC is not satisfied that there is adequate WCH provision at Chiverton, and would like to see a WCH crossing following the alignment of the B3277 to St Agnes. | <p>In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> | Y  |

| Consultee | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           |   | <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30.</p> <p>In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived “suppressed demand” highlighted in feedback to the statutory consultation.</p>  |  |
|           | <p><b>Section B, Chybucca:</b> CC welcomes the provision of west facing slip roads; however, CC considers it essential to address the concerns of residents and include east facing slip roads, especially the provision of a westbound off-slip.</p> | <p>During non-statutory consultation on the scheme in late 2016, the lack of east facing slip roads at Chybucca was raised as a concern. As detailed in the Scheme Assessment Report (Volume 7, Document Reference 7.6), Highways England considered this issue in response to the concerns raised at consultation and concluded that the predicted traffic flows did not justify the provision of east facing slip roads at this location as part of the scheme.</p> <p>Following the Preferred Route Announcement (PRA) in 2017, Highways England has further assessed the provision of east facing slip roads through additional traffic modelling. The traffic model was further developed and includes additional local roads used for rat running. The model demonstrates that the number of vehicles using the east facing slip roads remains low in comparison to that of those using the west facing slip roads. The model shows that by 2038, the demand for east facing slip roads would be 1,764 vehicles per day (528 east facing on-slip</p> | N  |

| Consultee | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           |   | <p>and 1,236 east facing off-slip), whilst demand for west facing slip roads would be 11,322 vehicles per day (4,799 west facing on-slip and 6,523 west facing off-slip).</p> <p>Beyond consideration of demand for east facing slip roads, there are other aspects that would also need to be considered, such as: construction costs, environmental impacts, increased land take, which would be significant in this location given the extent of additional earthworks, cuttings and embankments that would be required to construct the slip roads.</p> <p>To summarise, the introduction of east facing slip roads has been reviewed following both non-statutory and statutory consultation, and the decision to provide west facing slip roads only at Chybucca is still supported. Given that future demand is predicted by the traffic modelling to be low, east facing slip roads would not address the specific issues of congestion, safety, network reliability and capacity on the existing A30.</p> |  |
|           | <p><b>PEIR (Preliminary Environmental Information Report):</b> CC notes that the PEIR is a comprehensive document and that it was useful at the statutory consultation.</p> | <p>Satisfaction with the content and usefulness of the PEIR is noted. Highways England has continued to engage with Cornwall Council during the preparation of the Environmental Statement. This is detailed in the Statement of Common Ground (SoCG) with Cornwall Council (Volume 7, Document Reference 7.5).</p>  | N/A  |
|           | <p><b>Mitigation, green bridge:</b> CC welcome the provision of the green bridge.</p>   | <p>Support for the green bridge at Marazanvose is noted.</p>   | N/A  |
|           | <p><b>Mitigation, WCH:</b> CC would like the green bridge to be available for use by WCH.</p>   | <p>Following statutory consultation, the ramped access to the green bridge which crosses the scheme at Marazanvose has been amended to accommodate WCH. This links into an existing footpath to the south, a new bridleway to the south and an existing quiet lane to the north. This is shown in the Public</p>   | Y  |

| Consultee | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|---|--|
|           |   | Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P)  |  |
|           | <p><b>Mitigation, WCH:</b> where accommodation tracks are provided for residents' use, CC would like these to be made publicly accessible to WCH and to link with public rights of way wherever possible.</p> | <p>Where practicable, provision for WCH has been made utilising private means of access. Seven new routes are proposed seeking to improve connectivity between new and existing public rights of way. This is detailed in the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P)</p>   | Y  |
|           | <p><b>Mitigation, screening:</b> CC would like to see effective screening of the road, either by earth bunding or other measures wherever possible.</p>   | <p>Route options for the scheme design were assessed and influenced by environmental specialists including the landscape team. This is detailed in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>As a result of the findings of the Landscape and Visual Impact Assessment (LVIA) (Volume 6, Document Reference 6.2, Chapter 7), the landscape mitigation measures proposed include substantial areas of woodland, hedgerow and tree planting which have been included where appropriate to integrate the scheme into the landscape and screen views of the scheme where appropriate.</p> <p>Where the road interrupts the existing field patterns, the Environmental Masterplans (Volume 6, Document Reference 6.3, Figure 7.6) seek to re-stitch the field boundaries with new hedgerows (including 'Cornish hedgerows' where appropriate), and extensive areas of deciduous and woodland planting on embankments. The planting has been designed to mitigate adverse visual effects and to integrate the scheme into the local landscape. The landscape strategy has been prepared to address mitigation requirements for both ecology and</p> | Y  |

| Consultee | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           |  | <p>landscape assets. The design rationale has focused on replacement of vegetation lost during construction, enhancing natural habitats, providing screening vegetation and integrating the scheme into the landscape.</p> <p>Where planting is proposed, it will include native species reflecting those currently on site, and will be of local provenance, as described in the Forestry Commission's Practice Note on Using Local Stock for Planting Native Trees and Shrubs. This design rationale is also in line with the requirements of Cornwall Council's Cornwall Design Guide (2013), according to which proposed landscaping should be based on locally sourced species native to Cornwall and appropriate to the specific locality.</p> <p>Local native species will be introduced in areas where vegetation removal is required to accommodate construction. Swathes of native tree and shrub species will be punctuated with more mature trees, giving instant height and impact. Over time, this vegetation will mature to offer effective integration and screening whilst also reinforcing the character of the local landscape. Hedgerows will also be incorporated to define new boundaries and tie into the existing field pattern. Cornish hedgerows are used where appropriate to the local character and to provide acoustic mitigation.</p> |  |
|           | <p><b>Mitigation, street lighting:</b> CC would like minimum use of street lighting wherever possible.</p> | <p>In terms of lighting, there will be no road lighting on the mainline, or at the junctions. The scheme has been assessed on this basis. For WCH, low level, motion-sensitive lighting is proposed at WCH underpasses at Chiverton, Church Lane, Carland Cross and Trevalso.</p>  | Y  |

| Consultee | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           | <p><b>Downgrading of the existing A30, general comments:</b> CC welcomes the opportunity to work with Highways England on making the downgrading process a success, however stress that sufficient time, resources and money will need to be dedicated to downgrading to ensure its success.</p> | <p>Downgrading has been an agenda item with specific meetings being held between Cornwall Council and Highways England to work through the downgrading process. This process is ongoing and all consultation undertaken regarding this is set out in the SoCG with Cornwall Council (Volume 7, Document Reference 7.5).</p>  | N/A  |
|           | <p><b>Downgrading of the existing A30, general comments:</b> CC also stresses that the impact of the new A30 on the surrounding highway network should not be underestimated.</p>  | <p>Impact of scheme has been assessed and considered within the Transport Report (Volume 7, Document Reference 7.4). This identifies benefits to and impacts on the local road network. Highways England is committed to funding measures which are relevant and proportionate to the impact of the scheme.</p>  | N/A  |
|           | <p>CC would like to significantly reduce rat running on the County road network.</p>   | <p>Currently, to avoid congestion on the existing A30, traffic uses alternative routes on the local road network, resulting in 'rat running'. The aim of the scheme is to significantly reduce the amount of traffic on the local road network as vehicles move to the new A30. The impact of the scheme on the local road network has been assessed and considered within section 7.3 of the Transport Report (Volume 7, Document Reference 7.4).</p> | N/A  |
|           | <p><b>Downgrading of the existing A30, general comments:</b> CC would like to agree proposals for the reduction in the number of laybys on the existing A30.</p>   | <p>Highways England is committed to funding the removal of laybys on the existing A30 as part of the measures to de-trunk the existing A30. This is set out in the SoCG with Cornwall Council (Volume 7, Document Reference 7.5).</p>  | N/A  |
|           | <p><b>Downgrading of the existing A30, general comments:</b> CC would also like to minimise the number of 'dead' sections of highway.</p>  | <p>The scheme design has avoided any 'dead' sections of highway as much as possible. Where this has occurred, such as at Carland Cross, any former sections of highway have been repurposed for WCH access. If necessary, turning heads are included as part of the scheme design to account for any dead ends.</p>  | Y  |

| Consultee | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|---|--|
|           | <p><b>Downgrading of the existing A30, general comments:</b> CC considers that the design of the existing A30 will need to be carefully considered to ensure it is suitable for the reduced level of traffic, able to be used as a diversion route should the new road be closed, and be suitable for increased levels of use by WCH.</p>  | <p>Highways England is committed to funding measures to influence driver behaviour in order to discourage high speeds on the existing A30.</p> <p>The retention of the A30 as a local road with lower usage means it would be able to be used as a diversion route should the new A30 need to close.</p> <p>Traffic along the existing A30 would transfer onto the new route, meaning the existing A30 would face significantly less traffic, with the potential for a substantial reduction in severance along the existing A30. These benefits would facilitate improved conditions for WCH along the existing A30.</p> <p>The reduction in traffic on the existing A30 would allow safe usage by WCH, as assessed in the Environmental Statement, Chapter 12 (Volume 6, Document Reference 6.2).</p> | N/A  |
|           | <p><b>Downgrading of the existing A30, site specific:</b> CC see considerable issues to be resolved at:</p> <ul style="list-style-type: none"> <li>• Penstraze Lane and the access to Rosecarnick Farm.</li> <li>• Henvver Lane and the associated works at Boxheater Junction.</li> <li>• CC would like to see further development work for the realignment of the Boxheater Junction.</li> </ul> | <p>In response to the issues identified by Cornwall Council:</p> <ul style="list-style-type: none"> <li>• Highways England is committed to funding Cornwall Council to monitor traffic on Penstraze Lane following the opening of the scheme. The results of this monitoring could result in the closure of this lane (aside from for access). This closure would be funded by Highways England.</li> <li>• At Henvver Lane, Highways England is committed to funding Cornwall Council to monitor traffic movements following the opening of the scheme, and would fund the closure of Henvver Lane (except for access) should a significant increase in traffic be experienced. The</li> </ul>   | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|---|--|
|           |   | <p>level of increase in traffic that would cause this closure is still to be determined.</p> <ul style="list-style-type: none"> <li>At Boxheater Junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening scheme. Highways England is proposing to fund minor improvements to the junction to improve safety, and is in discussion with Cornwall Council regarding the extent of these improvements. There are no proposals to improve Cubert Junction or Scotland Road, as these are not affected by the scheme.</li> </ul>          |  |
|           | <p><b>Downgrading of the existing A30, traffic forecasting:</b> CC notes that the B3284 to Shortlanesend and that Scotland Road and A3075 to Trevemper are forecast to see considerable increases in traffic, and measures will need to be introduced to deal effectively with this increase.</p> | <p>The intended impact of the scheme is to significantly reduce the amount of traffic on the local road network as vehicles move to the new A30. The exceptions to this are the A3075 southbound, Shortlanesend, and Chacewater to an extent. These routes are at a distance from the scheme, and any measures to improve capacity are limited by the existing local road network. Whilst traffic forecasts show increased flows on these routes, overall the scheme will improve on the local road network in relation to journey time savings due to reduced congestion and increased capacity.</p> | N/A  |
|           | <p><b>Construction:</b> CC state the need to work collaboratively on the phasing of the works, on statutory undertaker's diversion works and minimise the impact of the works on the travelling public.</p>   | <p>The retention of the existing A30 whilst the offline construction works associated with the new A30 take place will reduce the impact on the travelling public during the construction phase. Highways England is already engaging with relevant parties regarding the phasing of the construction of the scheme, and is committed to minimising any harmful impacts during construction where possible.</p> <p>Measures to manage any impact of the works on the traveling public is detailed in the draft Traffic Management Plan (TMP).</p>   | N/A  |



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|           | <p><b>Drainage:</b> The Lead Local Flood Authority (LLFA) raises no concerns with the proposed sustainable drainage features provided that:</p> <ul style="list-style-type: none"> <li>• Infiltration systems e.g. infiltration basins, infiltration swales/trenches must be used where practicable;</li> <li>• Drainage systems should be designed in accordance with C753, the SuDS Manual, the requirements of the Critical Drainage Area and cater for the 1 in 100-year peak rainfall event;</li> <li>• Exceedance of the drainage systems must be considered and managed so far as is practicable;</li> <li>• The drainage design must consider safety, management and ease of maintenance;</li> <li>• In locations where there are water quality and/contamination risks consideration must be given to the management of water quality. The use of upstream pre-treatment systems and/or separate sediment forebays must be considered in such locations;</li> <li>• Culverting of watercourses should only be considered where there is no other practicable solution;</li> </ul> | <p>The draft TMP is included in Appendix 2.1 of the Environmental Statement Appendices (Volume 6, Document Reference 6.4).</p> <p>In response to the points raised by the LLFA:</p> <ul style="list-style-type: none"> <li>• Infiltration systems have been provided through open ditches where practical and where agreed with landowners, and proposed attenuation ponds are capable of being provided as infiltration systems during the construction of the scheme.</li> <li>• The drainage systems have been designed in accordance with C753 the SuDS Manual, and designed for the 1 in 100-year peak rainfall event plus a 40% allowance for climate change.</li> <li>• The drainage system has been designed to allow for exceedance events through the inclusion of a 300mm freeboard on all attenuation ponds and culverts.</li> <li>• The drainage design has sufficiently considered safety and maintenance by including private access tracks from the local road network to the attenuation ponds; and shallow slopes for the attenuation ponds to enable easy evacuation in the event that any person would fall in. Ponds have been split between local road network (to be maintained by Cornwall Council) and Strategic Road Network (to be maintained by Highways England). The extent and frequency of maintenance will follow the guidance set out in C753 the SuDS Manual.</li> <li>• The Highways Agency Water Risk Assessment Tool (HAWRAT), assessment has identified any water quality issues. Pollution control systems will be implemented to intercept potential</li> </ul> | Y  |

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|                      |   | <p>pollution/contamination from any road traffic accidents. The provision of forebays has been included in the proposals on attenuation ponds over 500m<sup>3</sup> this will separate sediment and improve the water quality in the attenuation ponds.</p> <ul style="list-style-type: none"> <li>The culverting of watercourses has only been considered where there is no other practicable solution. There are five culverts which are needed to ensure continuity of existing watercourses and existing culverts.</li> </ul> <p>The responses to the matters above have been confirmed with Cornwall Council in the SoCG (Volume 7, Document 7.5).</p> |  |
| Natural England (NE) | <p><b>PEIR general principles:</b> Natural England (NE) agrees with the structure of the PEIR, stating that sections should be expanded once further details are confirmed as the project develops.</p> <p>NE notes that it is important that the assessment includes potential cumulative effects and includes all supporting infrastructure, including thorough assessment of the cumulative effects of the scheme with any existing developments and current applications.</p> | <p>Highways England has provided the further details NE in the Environmental Statement, Chapter 8 (Volume 6, Document Reference 6.2).</p> <p>The Environmental Statement, Chapter 15 also includes an assessment of potential cumulative effects (Volume 6, Document Reference 6.2).</p>  | Y  |
|                      | <p><b>Air quality, guidance:</b> The EA Scoping Report states that guidance in Design Manual for Road and Bridges (DMRB) Volume 11, Section 3, Part 1 (HA 207/07) will be used to determine whether traffic effects are significant or not with regard to air quality.</p> <p>NE applies different significance screening criteria for protection of designated site than the DMRB. Differences in approach are set out in the response and NE requests</p>                       | <p>Highways England has used the DMRB screening criteria to measure the potential impact of the scheme on air quality. This approach has been agreed with NE and is reflected in the SoCG with NE (Volume 7, Document Reference 7.5).</p>   | N/A  |

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|           | <p>that it is taken into account and applied where appropriate.</p> <p>NE states that the assessment should take account of the risks of air pollution and how these can be managed or reduced. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (<a href="http://www.apis.ac.uk">www.apis.ac.uk</a>). Further information on air pollution modelling and assessment can be found on the Environment Agency (EA) website.</p> |   |  |
|           | <p><b>Air quality, dust:</b> Any potential impacts from dust should be demonstrated as having no significant impacts on designated sites, particularly within the 200m corridor either side of the road and during the construction phase.</p>  | <p>Highways England has included best practice dust mitigation measures in the Outline Construction Environmental Management Plan (CEMP) (Volume 6, Document Reference 6.4, Appendix 16.1). With these measures in place, Highways England considers that the scheme would not cause any significant impact from dust when the project is under construction and operational.</p>   | N/A  |
|           | <p><b>Air quality, Special Area of Conservation (SAC):</b> Air quality issues impacting the Newlyn Downs SAC of particular relevance, as queuing peak traffic likely to move from Bodmin (once Temple works complete) to Carland Cross during construction of the scheme. Baseline air quality monitoring should begin now so that potential air quality impacts on the SAC as a consequence of the above can be understood.</p>  | <p>Highways England has carried out scheme specific monitoring to determine the baseline conditions at the Newlyn Downs Special Area of Conservation. Highways England found that nitrogen oxide levels are significantly below the yearly average target.</p> <p>Levels of nitrogen oxide are measured in micrograms by cubic meters. Currently the maximum level of nitrogen oxide recorded is 11 micrograms by cubic meters when the yearly target is recorded at 30 micrograms by cubic meters.</p> <p>Highways England does not consider further monitoring is necessary as there is a minimal risk of the yearly target being</p> | N/A  |

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|           |  | exceeded. Further detail on the assessment undertaken with regard to Air Quality is within Chapter 5 of the Environmental Statement (Volume 6, Document Reference 6.2)  |  |
|           | <p><b>Climate Change, guidance:</b> The Environmental Statement should reflect principle of The England Biodiversity Strategy published by Defra and identify how the development's effects on the natural environment will be influenced by climate change and how ecological networks will be maintained.</p> <p>The Environmental Statement should demonstrate how the development will enhance the natural environment 'by establishing coherent ecological networks that are more resilient to current and future pressures' as per Para 109 of NPPF.</p> | <p>The National Policy Statement for National Networks (NPS NN) is the primary planning policy context against which the A30 scheme should be assessed, although Highways England will also take into account other matters that are considered both important and relevant such as the National Planning Policy Framework (NPPF).</p> <p>Further detail on the policy and legislative background that has informed the climate change assessment of the scheme is contained within Chapter 14 of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N/A  |
|           | <p><b>Climate Change, green infrastructure:</b> NE consider that the development of an innovative Green Infrastructure proposal as an integral part of the new road corridor has the potential for this scheme to help in delivering climate change resilience in this part of Cornwall in teams of both wildlife connectivity and catchment management.</p>   | Highways England notes NE's comment that the inclusion of the 'green bridge' infrastructure in this scheme is a way of delivering climate change resilience in the area.  | N/A  |
|           | <p><b>Nature Conservation, Newlyn Downs SAC:</b> NE consider that land between the scheme and Newlyn Downs SAC provides important back up grazing for cattle which graze the SAC. NE advises that HE should ensure that the new road alignment does not constrain the land manager's ability to manage the SAC.</p>  | Highways England will ensure that the A30 scheme does not constrain the land manager's ability to manage the Newlyn Downs Special Area of Conservation.   | N/A  |
|           | <p><b>Nature Conservation, assessment:</b><br/>NE commented that under the provisions of the Habitats and Species Regulations 2010, Highways England need to undertake an appropriate assessment of the impacts</p>  | Highways England has carried out an appropriate assessment of the impacts on European sites. This is set out within the Statement to Inform an Appropriate Assessment (Volume 6,  | N/A  |

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|           | on European sites, which includes Special Areas of Conservation and Special Protection Areas.   | Document Reference 6.5). This includes Special Areas of Conservation and Special Protection Areas.<br>This assessment concluded that the scheme would not adversely affect the integrity of any European Site, alone or in combination with other plans or projects.<br><br>Highways England has consulted NE on this assessment.   |  |
|           | <p><b>Nature Conservation, wildlife connectivity:</b> The four identified SSSIs within 2km of the proposed route corridor are small and dispersed. NE would like to see the road corridor capture any opportunities to provide connectivity links between these SSSIs, but also build links between statutory designated sites, non-statutory sites such as County Wildlife Sites as well as other areas of semi-natural habitat.</p> <p>NE commented that using the road corridor to build links between sites that support important wildlife features, the new road would demonstrate commitment to the delivery of the NPPF (in particular para 109) through the establishment of coherent ecological networks which are resilient over time.</p> | <p>The National Policy Statement for National Networks (NPS NN) is the primary planning policy context against which the A30 scheme should be assessed, although Highways England will also take into account other matters that are considered both important and relevant such as the National Planning Policy Framework (NPPF).</p> <p>Highways England has explained that due to distance from the scheme, direct connectivity has not been possible between SSSIs and non-statutory sites such as County Wildlife Sites. Areas of semi-natural habitat along the scheme have however been connected through extensive landscape planting of species rich habitats, which are connected to designated sites. The scheme therefore demonstrates a commitment to delivery of the NPPF (in accordance with paragraph 109).<br/>NE agreed with this approach, this is set out in the SoCG with NE (Volume 7, Document Reference 7.5).</p> | N/A  |
|           | <p><b>Nature Conservation, net gain:</b> NE commented that net gain should be calculated for this development and should be delivered within the site boundary (where possible) or offsite at another location or through a combination of these. It can be achieved by creating new habitat, enhancing the biodiversity quality of existing habitats or a combination of both.</p>   | <p>The National Policy Statement for National Networks (NPS NN) is the primary planning policy context against which the A30 scheme should be assessed, and it does not require Highways England to achieve biodiversity net gain.</p> <p>Notwithstanding this, Highways England has considered biodiversity losses as a result of the scheme, and has either</p>   | N/A  |

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|           | <p>Net gain is achieved by auditing the existing biodiversity that a development will impact, establishing a numeric value for that biodiversity (ideally using the Defra metric) and then calculating how much additional biodiversity is needed to secure a net gain legacy.</p> <p>The Defra Biodiversity Metric (2012) Biodiversity Offsetting Pilots are currently being updated by NE and a new matrix is anticipated in September 2018. If you require further advice regarding the calculation of Net Gain, NE would be happy to provide advice. This calculation may be particularly relevant to the area of isolated heathland west of Carland Cross.</p> | <p>reduced or mitigated these effects in a number of ways, which comply with the NPS NN and the Planning Act.</p> <p>A full assessment and calculation of habitats to be lost versus those being created / replaced through the Environmental Masterplans will be provided.</p> <p>Highways England has used a mitigation hierarchy to ensure this is achieved; mitigation measures are reported in the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>NE agreed that this will be sufficient to inform the biodiversity assessment. This is set out in the SoCG with NE (Volume 7, Document Reference 7.5).</p> |  |
|           | <p><b>Nature Conservation, protected species assessment:</b><br/>NE states that in assessing impacts on protected species, consideration must be given to the wider context of the site e.g. habitat linkages along and across the road corridor, and how populations of protected species in the wider area may be impacted.</p> <p>NE refers to their adopted standing advice for protected species including guidance on surveys and mitigation, and state that surveys should be carried out at optimal time periods to current guidance standards and by suitably qualified / licenced consultants.</p>  | <p>The SoCG for NE addresses the following topics:</p> <ul style="list-style-type: none"> <li>• Ecological and Protected Species Methodology</li> <li>• Ecological Assessment Methodology</li> <li>• Designated Sites</li> <li>• Potential Ecological Effects</li> <li>• Ecological Design, Mitigation and Enhancement</li> <li>• Habitat Regulation Assessment</li> <li>• Air Quality</li> <li>• Designated Landscapes and Landscape Character</li> <li>• Landscape and Visual Impacts</li> <li>• Water Quality</li> <li>• Hydrology</li> <li>• Climate Change Adaptation</li> </ul>  | N/A  |

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|           |  | Further information about this matter can be found in the SoCG with NE (Volume 7, Document Reference 7.5).  |  |
|           | <p><b>Nature Conservation, protected species surveys:</b> NE agrees with the text in the PEIR regarding protected species surveys and have been in discussions with Arup (on behalf of HE) regarding detailed survey methodology for a number of species. NE hopes to continue discussions regarding survey timings in the future.</p>   | Highways England has continued to consult and engage with NE on this matter following statutory consultation. Further information about the surveys and methodology referenced on this matter can be found in the SoCG with NE (Volume 7, Document Reference 7.5).  | N/A  |
|           | <p><b>Nature Conservation, bats:</b> NE states that bat surveys should be carried out in conditions suitable for bats to be active, ideally with temperatures no lower than 10°C at sunset. NE expects temperatures to be a minimum of 7°C throughout the surveys.</p> <p>NE expresses disappointment that there is no reference to temperature in relation to any of the bat surveys carried out other than one.</p> <p>NE is in continued discussion with HE regarding bat surveys and mitigation.</p>     | Highways England has continued to consult and engage with NE on this matter following statutory consultation. Further information about the surveys and methodology referenced on this matter can be found in the SoCG with NE (Volume 7, Document Reference 7.5).  | N/A  |
|           | <p><b>Nature Conservation, badgers:</b> NE agrees with the surveys and mitigation proposed.</p>  | This is noted.  | N/A  |
|           | <p><b>Drainage and Water Environment, general comments:</b> NE states that water quality impact on surface or groundwater relevant to designated nature conservation sites should be assessed both during construction and operation. Impacts should be considered both locally and regarding the wider catchment, where issues of silt run-off and pollutants may result in impacts.</p> <p>Design of run-off pathways and attenuation structures has potential to significantly benefit water resource</p> | <p>The drainage design has been informed by the results of a Method A Highways Agency Water Risk Assessment Tool (HAWRAT) assessment of road run-off quality. Sustainable Urban Drainage Systems (SUDS) features with benefit for pollutant removal and silt capture have been incorporated where required.</p> <p>Bioengineering solutions (e.g. attenuation basins and swales), are included as part of the SUDS design. Such features maximise habitat quality as well as drainage function.</p> | Y  |

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|                  | <p>management within the road corridor but also the wildlife using the road corridor.</p> <p>Water management features should be considered as a key element in the Green Infrastructure approach to the design and management of the road corridor.</p>   | <p>The role of the road drainage system within the wider water environment has been considered throughout the design.</p>  |  |
|                  | <p><b>Drainage and Water Environment, nature conservation sites:</b> NE states that heathland with a catchment area within the road corridor will be sensitive to hydrological changes such as drainage. Subsequently, the significance of any potential hydrological impacts on relevant designated nature conservation sites must be assessed and mitigation designed in, at an early stage.</p> | <p>Potential impacts upon the hydrology of watercourses and other surface water features has been considered in the assessment. No such impacts have been noted, partly as this was considered in the location of drainage outfalls.</p>   | N/A  |
| Historic England | <p><b>Cultural Heritage, previous engagement:</b> Historic England notes that it has been engaged from the start of the project and has highlighted concerns in previous consultations, including: lost opportunities resulting from the preferred offline route and its impact on individual heritage assets and their landscape settings.</p>  | <p>Highways England notes that Historic England has been consulted and engaged with during the development of the scheme and through previous consultation, and that Historic England has raised concerns relating to heritage and landscape impacts of the scheme.</p>  | N/A  |
|                  | <p><b>Cultural Heritage, existing A30 route:</b> Historic England states that the existing A30 route is in itself of historic interest and the development of a new route will also impact on that historic significance.</p>  | <p>Highways England has taken into account the heritage value of the existing A30 when assessing the impact of the scheme on the significance of heritage assets in the Environmental Statement, Chapter 6 (Volume 6, Document Reference 6.2).</p>   | N/A  |
|                  | <p><b>Cultural Heritage, Chiverton Cross – impact on scheduled barrow cemetery and St Peters Church (Grade II Listed Building):</b> Historic England has concerns regarding the impacts of the scheme on the settings of the scheduled barrow cemetery and St Peters Church.</p>   | <p>Highways England has assessed the impacts of the scheme on the views to St Peter’s Church. This is supported by a photomontage (Volume 6, Document Reference 6.3, Figure 7.5, Viewpoint 4).</p> <p>The landscape and visual impact assessment has assessed effects on views to St Peters Church and the cultural heritage</p> | N/A  |



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|           | <p>Historic England accepts that the impacts on the barrow cemetery will be lesser and potentially result in only limited change to their setting, however, it retains serious concerns regarding St Peters Church, in particular views heading from the Four Burrows towards Chiverton Cross.</p> <p>Historic England believes that the proposed junction at Chiverton Cross will have a significant impact on views to the church and that the proposed engineering solution and location of the junction are not optimal for limiting the impacts. Historic England notes it has yet to see any assessment of these views and impacts.</p> | <p>assessment has assessed effects on the church's significance and setting. There would not be significant landscape, visual or heritage effects on the setting or significance of the Scheduled Ancient Barrows at Four Burrows or on the Grade II Listed Church of Saint Peter. Effects on these assets would be adverse and slight.</p>  |  |
|           | <p><b>Cultural Heritage, Chiverton Cross - Impact on Four Burrows scheduled round barrows:</b> Historic England considers that there is much opportunity for improvement of the scheduled barrows, but that the current offline solution effectively removes any opportunity for major environmental improvement to the barrows' immediate environment and setting. Historic England does however understand that there may be scope for some minor improvements through other Highways England funding and awaits further details.</p>   | <p>Given that there is no direct impact on the scheduled barrows, Highways England does not propose any mitigation or improvements as part of the A30 scheme.</p> <p>Highways England has assessed the impacts of the scheme on the setting of the scheduled monuments. This is supported by a photomontage (Volume 6, Document Reference 6.3, Figure 7.5, Viewpoint 4). There would not be significant landscape, visual or heritage effects on the settings or significance of the Scheduled Ancient Barrows at Four Burrows. Effects on these assets would be adverse and slight.</p> | N  |
|           | <p><b>Cultural Heritage, route selection:</b> with regard to the route passing between Nancarrow (LBII) and Chyverton Park (RPGII) Historic England has consistently taken the view that no decision on the route should be taken without first undertaking an impact assessment. Historic England notes that the parkland is wooded and a route to the north of the existing A30 is likely to have less</p>  | <p>The route selection process leading to the preferred route presented at statutory consultation is detailed within the Environmental Statement, Chapter 3 – Consideration of Alternatives (Volume 6, Document Reference 6.2).</p> <p>Statutory consultation carried out between 29 January and 12 March 2018 did not consult on the options of the route, as this</p>  | N/A  |

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|           | <p>overall impact; however, without a detailed assessment Historic England has consistently refused to comment further.</p>  | <p>was determined in the previous stage of the scheme development leading to the Preferred Route Announcement in July 2017.</p> <p>As explained in the Scheme Assessment Report (Volume 7, Document Reference 7.6), Highways England decided to progress with this route as it performed the best overall against overarching objectives and appraisal criteria (including cultural heritage).</p>  |  |
|           | <p><b>Cultural Heritage, Carland Cross – barrows:</b> Historic England overall finds that the current proposals offer limited opportunity to enhance the settings of barrows. There are significant opportunities to do so but present proposals fail to deliver – this should be dealt with urgently.</p> <p>Historic England considers that one successful amendment to the original proposals was the re-unification of Warrens Barrow with the rest of the scheduled barrow cemetery at Carland Cross and the re-routing to the north of Warrens Barrow. This offered some significant gains that may have contributed towards offsetting the overall impact on the route.</p> <p>However, Historic England considers that the gains of barrow reunification at Carland Cross are potentially eliminated by tweaks to the route and other factors within the currently proposed engineering solution, which would effectively cut off significant views northwards to and from the cemetery.</p> | <p>Highways England acknowledges Historic England’s response to re-opening views to the north. The horizontal and vertical constraints on the route in this area, with the abandoned quarry to the south and the wind farm and Newlyn Down SAC to the north, pose significant challenges to doing so.</p> <p>During design development, Highways England assessed the option of lowering the road at Carland Cross by 0.5 metres to improve the views northwards to and from the cemetery. This has been included in the limits of deviation of the scheme, which means that there is scope to lower the vertical alignment by 0.5m.</p> <p>The main challenge of lowering the road at Carland Cross is the knock-on effect that would occur at the existing abandoned quarry. If the road was lowered by any more than 0.5 metres, it would push the earthworks out into the quarry pond, filling the pond with earth (which could have a significant ecological impact). A larger retaining structure at the round barrow immediately south of the proposed route would also be required.</p> | N  |

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|           | <p>This appears to be partly due to topography, partly design, and partially cost. Historic England still believes the scheme could provide substantial enhancements at Carland Cross; however, the current proposals do not do so, and they are awaiting further work at this junction to lower the levels of the proposed new junction and route in order to sufficiently re-open the views to the north.</p> <p>Similarly, changes to the scheme route now require engineering measures to support the western-most scheduled barrow at Carland Cross in order to avoid a nearby quarry. Historic England believes that an engineering solution should be re-investigated in order to avoid harming the setting of a nationally important designated heritage asset and that other factors need to be realistically understood in relation to their relative importance.</p> | <p>Furthermore, the junction and connecting road between the Carland Cross Junction roundabouts would need to be reconfigured and fall to the north rather than to the south as currently proposed. This would mean that the northern roundabout would have to drop into a deeper cutting with more land take from the adjacent wind farm/estate.</p> <p>The implications of lowering the vertical alignment by more than 0.5m at Carland Cross with regard to land take, engineering design and costs render this option unviable.</p> |  |
|           | <p><b>Cultural Heritage – Milestones:</b> Historic England supports the proposals made by The Milestone Society in relation to the large number of milestones on the route.</p>   | <p>Highways England notes that Historic England endorses the response to consultation made by The Milestone Society. The Outline Construction Environment Management Plan (Volume 6 Document Ref 6.4 Appendix 16.1) has been updated in line with the proposals made by The Milestone Society at Annex J to include a methodology for the protection of milestones during construction of the scheme.</p>   | Y  |
|           | <p><b>Cultural Heritage – assessment:</b> Historic England feels that the current route assessment suffers from a lack of detailed assessment and that this should be addressed as a matter of urgency.</p>   | <p>Highways England provided a copy of the desk-based assessment outline to Historic England. This is an assessment on cultural heritage that is carried out during an earlier stage of the project into the impact of possible routes.</p> <p>The Environmental Statement (Volume 6, Document 6.2) contains a full cultural heritage (Chapter 6) and landscape</p>   | N/A  |

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|  |  | assessment (Chapter 7) as part of the Development Consent Order (DCO) application.  |  |
| Environment Agency (EA)                            | <b>PEIR:</b> The EA is satisfied with the scope and content of the PEIR.   | Satisfaction with the content and scope of the PEIR is noted.   | N/A  |
|  | <b>Drainage and Water Environment:</b> The EA is satisfied with the content in terms of water management.  | Satisfaction with the content regarding water management is noted.  | N/A  |
| Cornwall Area of Outstanding Natural Beauty (AONB) | <b>No comment:</b> This stretch of road and surrounding area does not fall within the Cornwall Area of Outstanding Natural Beauty (AONB), so Cornwall AONB will not be making any comments on the consultation.  | Highways England notes that Cornwall AONB does not wish to comment on the proposals.  | N/A  |
| NATS Holdings                                      | <b>No objection:</b> Based on the information supplied at the statutory consultation, NATS has no safeguarding objection to the proposal and the proposed development does not conflict with NATS Holdings safeguarding criteria.  | Highways England notes that NATS Holdings raise no objection to the scheme as presented at statutory consultation.  | N/A  |
| Public Health England (PHE)                        | <b>Air Quality:</b> Sections 5.10.11 to 5.10.54 of the PEIR splits the air quality impact assessment into six discussion regions. The modelling/assessment in each of these regions considers a small number of representative receptors (which varies between regions) across the range of expected exposures. PHE seeks assurance that the number of modelled sites in each region is statistically justified and that the potential worst case exposure has been included in each of the six regions. | Highways England has assessed air quality in Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2). It considers 584 air quality monitors across the chosen study area. These are placed at 'worst case scenario' locations in order to identify the potential maximum level of impact as a result of the scheme. The full results at each receptor are presented in the Environmental Statement. No significant impacts to air quality as a result of the scheme have been identified. | N/A  |
|  | <b>Electronic and Magnetic Fields (EMF):</b> PHE note that the potential impacts of EMF are not considered in the PEIR, an area of assessment that was highlighted by PHE at the Environmental Impact Assessment (EIA) scoping stage. If this has been reasonably scoped out of  | The A30 introduces no sources of Electronic and Magnetic Fields (EMF). The main source of background EMFs are from overhead lines, underground cables and substations. The volume and type of traffic using the scheme would not change significantly from that using the existing A30, and therefore it is   | N/A  |

| Consultee               | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|                         | <p>the assessment, PHE requests that this is confirmed in any subsequent submissions and that a suitable justification for the exclusion of EMF impact assessment is provided.</p>  | <p>reasonable to conclude that there is no increase in the risk of exposure from the construction and operation of the new A30.</p> <p>This view was supported by the Planning Inspectorate (PINs), which states at paragraph 3.3.12 (page 17) of the Scoping Opinion issued in September 2017:</p> <p><i>“Although the Scoping Report does not deal with this in detail, the Inspectorate does not anticipate the Proposed Development would give rise to significant effects of this sort. Therefore the Inspectorate, based on the information provided, does not request an assessment of EMF to be carried out.”</i></p> |  |
|                         | <p><b>Dust and Construction Impacts:</b> PHE notes that a number of control measures relating to air quality impacts (including dust) and contaminated land will be included in the CEMP. This document is not currently available; PHE will provide comments on these matters at the DCO stage once the CEMP is available.</p>   | <p>As part of the DCO application, Highways England has prepared an Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1). It includes best practice dust mitigation measures which would be implemented during construction. With these measures in place, it is considered there will be no significant impact from dust during the construction of the scheme.</p>  | N/A  |
| St Agnes Parish Council | <p><b>Consultation:</b> St Agnes Parish Council is disappointed that the statutory consultation did not include an event in St Agnes which is 3.1 miles and a six-minute drive from Chiverton Cross Roundabout. Four of the events held were located further away than this from the existing A30. Please can a rationale be provided as to why an event was not held in St Agnes, or can one be organised.</p> | <p>Consultation venues were identified in consultation with and feedback from Cornwall Council during the preparation of the Statement of Community Consultation.</p> <p>A consultation event was held in Perranporth on 8 February 2018 and in Blackwater on 7 February 2018, approximately 3.9 miles and 4.0 miles from St Agnes, respectively. It was not considered necessary to hold an additional event in St Agnes due to the proximity of other events.</p> <p>Residents and businesses in St Agnes were notified of consultation in the mail drop to all postcodes within St. Agnes</p>                              | N/A  |

| Consultee   | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|---|--|---|--|
|   |  | parish, whilst St Agnes library was a deposit location in which all consultation documents were available for viewing throughout the statutory consultation period.   |  |
| Cornwall and Isles of Scilly Local Enterprise Partnership (LEP) | <p><b>Support:</b> The Local Enterprise Partnership (LEP) welcomes the scheme, as this part of the A30 provides the main link between West Cornwall and the Isles of Scilly and the national motorway network. The LEP believes that it will support further growth across housing and job targets in West Cornwall.</p> <p>Existing congestion, delays and rat running through villages (particularly during holidays) on the A30 is hazardous and poses serious problems for the community, tourists and businesses in the region.</p> <p>The LEP supports and endorses the overarching objectives of the scheme.</p> <p>The LEP congratulates Highways England for developing the scheme so quickly and hopes that progress can be maintained. The LEP looks forward to the scheme opening in 2022.</p> | Highways England notes the support for the principle of development, including a recognition of the need for the scheme. The support for the objectives of the scheme and support for the proposed delivery timescales is also noted.   | N/A  |
| St Allen Parish Council   | <p><b>Section B, Church Lane:</b> St Allen Parish Council states that the tunnel on Church Lane needs to be under both the new and the existing A30. The Council believes this is required because the current A30 will see faster travel as a local road, making crossing the road difficult for WCH. It would also bring benefits in the form of connecting the north and south of the village, with potential to accommodate drainage/sewage and utilities</p>  | <p>The Church Lane underpass is under the new A30 only. This will connect to the crossing of the existing A30, which will retain the stepped access. It is deemed that this existing crossing is acceptable due to the significantly reduced traffic volumes predicted on the existing A30.</p> <p>It is considered that there will be benefits to north/south movements as a result of the scheme, especially given improved traffic conditions. An underpass under the existing</p> | N  |

| Consultee | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           | (gas/telephones/broadband/fibre optics) connections as well.  | A30 is not needed for any drainage purposes or utility diversions.   |  |
|           | <b>Section B, Two Burrow Hill:</b> St Allen Parish Council states that on the existing A30, it is essential that Shortlanesend and Two Burrow Hill roads are separated enough so as not to be treated as a staggered junction.  | The staggered junction between Shortlanesend and Two Burrow Hill has been redesigned following feedback during statutory consultation. The two junctions are now approximately 120m apart.   | Y  |
|           | <b>Section B, Marazanvose:</b> St Allen Parish Council does not support the proposed location of laybys at Marazanvose, as they are too close to existing houses and should be in a quieter location.   | Following statutory consultation, the eastbound layby at Marazanvose has been moved by approximately 150 metres further west and the westbound layby by approximately 50 metres further west so that the laybys are no longer located directly opposite properties in Marazanvose.<br><br>Laybys are required along a trunk road to provide safe stopping places for road users. The location and spacing of laybys is in accordance with DMRB design standards.                             | Y  |
|           | <b>Section B, Marazanvose:</b> St Allen Parish Council does not support the proposed road level and requests that it is lowered (as per July 2017 proposal) with sound modifications. This would mitigate visual and noise impacts and prevent Marazanvose residents from a view of laybys, slip roads and six traffic lanes. | The vertical alignment has been lowered at Marazanvose to accommodate the concerns of the local communities and improve the earthworks balance on the scheme.<br><br>The vertical alignment has been developed in accordance with the standards set out in the DMRB to: provide a safe road with sufficient visibility, follow the existing topography of the ground as much as practicable to generate an earthworks balance, and to cause the least visual intrusion to local communities. | Y  |
|           | <b>Section B, green bridge:</b> St. Allen Parish Council requests that the proposed green bridge at Marazanvose is upgraded to a bridleway, to connect with the Nancarrow footpath and the Killivose road.  | Following statutory consultation, the green bridge which crosses the scheme at Marazanvose has been amended to accommodate WCH. This links into an existing footpath to the south, a new bridleway to the south and an existing quiet lane to the north. This is shown in the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P)  | Y  |

| Consultee              | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|------------------------|---|--|--|
|                        | <p><b>Section C, Trevalso underpass:</b> St. Allen Parish Council supports the proposed Trevalso underpass but states that it needs to be large enough to take commercial and farm vehicles, including combine harvesters.</p>  | <p>Trevalso Lane has been designed to provide a vehicle clearance height of 5.3m through the underpass. This is sufficient to accommodate commercial and farm vehicles.</p>  | Y  |
|                        | <p><b>Section C, Henvor Lane:</b> St. Allen Parish Council supports the principle of intervention at Henvor Lane to prevent rat running. However, the Parish Council objects to current proposals for Henvor Lane, as they will cause more problems than will be solved; the proposed U-bend design is considered inadequate. The Council insists that further consultation on this part of the proposal is required. The Parish Council believes that if issues with the A30 further west were to be addressed, then this would allow Henvor Lane to be used normally as a local road.</p> | <p>Henvor Lane will be maintained and realigned to accommodate a new junction and underpass with the realigned Trevalso Lane. The new alignment will retain a tight horizontal curvature as with the existing A30, to restrict excessive speeds through this section.</p> <p>Highways England is committed to funding Cornwall Council to monitor traffic movements following the opening of the scheme.</p> | N  |
|                        | <p><b>Noise:</b> St. Allen Parish Council supports a quiet road surface and sound modifications to reduce impact on residential areas.</p>  | <p>The support for this element of the scheme is noted.</p>  | N/A  |
| St Erme Parish Council | <p><b>Overall support:</b> St Erme Parish Council is pleased with the proposed scheme, which it considers to be well thought out for local people as well as commuters and the business and tourist trades.</p>   | <p>The overall support for the scheme is noted.</p>  | N/A  |
|                        | <p><b>Section C, Church Lane:</b> St Erme Parish Council believes it would be beneficial for the scheme to open up Church Lane for WCH, which would link Zelah to the open countryside and St. Erme Parish.</p>   | <p>The Church Lane underpass will connect to the crossing of the existing A30, which will retain the stepped access. It is deemed that this existing crossing is acceptable due to the significantly reduced traffic volumes predicted on the existing A30. It is considered there will be benefits as a result of the scheme to north/south movements, especially given improved traffic conditions.</p>    | Y  |



| Consultee                    | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|------------------------------|---|--|--|
|                              | <p><b>Section C, Henvor Lane:</b> St Erme Parish Council is interested in the work between Highways England and Cornwall Council regarding the Boxheater Scotland Road – Trevemper proposals, which it considers could be the answer to Henvor Lane issues in Zelah. Realignment of the B3275 and Henvor Lane junction could prevent use of Henvor Lane as a rat run and encourage use of Boxheater junction.</p> | <p>At Boxheater junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening scheme. Highways England is proposing to fund minor improvements to the junction to improve safety, and is in discussion with Cornwall Council regarding the extent of these improvements.</p> <p>There are no proposals to improve Scotland Road or the B3275 as this is not affected by the scheme.</p> <p>Henvor Lane will be maintained and realigned to accommodate a new junction and underpass with the realigned Trevalso Lane. Highways England is committed to funding Cornwall Council to monitor traffic movements following the opening of the scheme.</p> | N/A  |
| Perranzabuloe Parish Council | <p><b>Comment:</b> The Parish Council unanimously confirmed its support of the comments submitted individually by the Chairman in response to the scheme. Matters raised in their Chairman's comments are detailed below under the 'matters raised in response to consultation' column:</p>   | <p>It is noted that the response endorses the response to consultation made individually by the Chairman.</p>  | N/A  |
|                              | <p><b>Section B, east facing slip roads:</b> The inclusion of east facing slip roads at Chybucca is considered necessary to ease pressure at Chiverton Cross Junction and to anticipate increased traffic in the future resulting from development in the area.</p>   | <p>This has been considered in detail within the response to Cornwall Council.</p>   | N  |
|                              | <p><b>Traffic forecasting:</b> Concern over the traffic forecasting for the scheme, which the Chairman considers may underestimate future traffic demand by failing to take into account the level of expected development in the area in the future. He felt the 15% 'safety net' incorporated into the traffic modelling is insufficient.</p>   | <p>The traffic forecasts for the scheme have been developed in line with established Department for Transport (DfT) methodology (known as WebTAG), and using the latest Road Traffic Forecasts (RTFs) and the National Trip End Model (TEMPO) to provide overall traffic growth for Cornwall as a region.</p>  | N  |

| Consultee                                  | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|--|--|--|--|
|  |  | <p>Information on current and future development in the vicinity of the Truro, Newquay, Redruth and Camborne areas has been sourced from the Cornwall Council Local Development Plan.</p> <p>Different scenarios for future growth in Cornwall have been undertaken, including low and high growth, in order to understand their potential impacts in comparison to that currently expected (the 'core growth' scenario). This is in accordance with the established WebTAG methodology. This information is included in the traffic forecast model to take account of expected development.</p> <p>Further details of the methodology applied to develop these forecast scenarios is provided in the Transport Report (Volume 7, Document Reference 7.4).</p> |  |
| National Grid Electricity Transmission PLC | <b>No objection:</b> National Grid Electricity Transmission has no assets within or in close proximity to the proposed order limits.   | It is noted that National Grid Electricity Transmission PLC raises no objection to the scheme.   | N/A  |
| National Grid Gas PLC                      | <b>No objection:</b> National Grid Gas has no gas transmission apparatus located within or in close proximity to the proposed order limits.  | It is noted that National Grid Gas PLC raises no objection to the scheme.  | N/A  |
| Health and Safety Executive (HSE)          | <b>Comment:</b> HSE recognises that the scheme would pass over and in part run parallel with a Wales and West Utilities major high-pressure gas main (a Major Accident Hazard Pipeline). HSE confirms that it cannot provide specific advice on the scheme until detailed proposals of alterations or upgrades to the MAHP are provided. | <p>Highways England has consulted Wales and West Utilities and is in ongoing discussions regarding the apparatus which is affected by the scheme.</p> <p>HSE's comment relating to Hazardous Substances Consent is noted.</p>  | N/A  |

| Consultee                 | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|---------------------------|---|--|--|
|                           | <p>HSE advises that while currently there are no Major Hazard Installations in the vicinity of the route, it reserves the right to revise its advice should a Hazardous Substances Consent be granted prior to determination of the scheme.</p> <p>HSE confirms that a licensed site at Newlyn Downs is of a sufficient distance that it would not expect to review its explosive license; however, this decision may change depending on the final confirmed scheme route.</p> | <p>HSE's comment regarding the licensed site at Newlyn Downs is noted. It is not expected that the scheme will not have any effect on the site, nor shall the site affect the scheme. The route presented at statutory consultation is the route proposed in the DCO application.</p>  |  |
| St. Newlyn Parish Council | <p><b>Support:</b> St. Newlyn Parish Council is fully supportive in principle of the excellent plan which will no doubt drastically improve the journey from Chiverton to Carland Cross.</p>  | <p>The support for the scheme and the recognition of its benefits is noted.</p>  | N/A  |
|                           | <p><b>Surrounding road network:</b> St. Newlyn Parish Council believes that improvements must be made to the surrounding road network including Scotland Road, Cubert Crossroads and the A3075 Southern Newquay Access to accommodate increased traffic.</p>  | <p>The intended impact of the scheme is to significantly reduce the amount of traffic on the local road network as vehicles move to the new A30. The exceptions to this are the A3075 southbound, Shortlanesend, and Chacewater to an extent.</p> <p>These routes are at a distance from the scheme, and any measures to improve capacity are limited by the existing local road network. Whilst traffic forecasts show increased flows on these routes, overall the scheme will improve on the local road network in relation to journey time savings due to reduced congestion and increased capacity. There are no proposals to improve Cubert Junction or Scotland Road as these are not affected by the scheme.</p> | N/A  |
|                           | <p><b>Existing A30:</b> St. Newlyn Parish Council expresses a desire for suitable visual barriers between the existing and new A30 to prevent distraction by two further</p>  | <p>The Environmental Statement, Chapter 7 (Volume 6, Document Reference 6.2) assesses impacts on visual amenity as a result of the new road and has retained existing vegetation where possible and designed new mitigation</p>  | N/A  |

| Consultee                                 | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|---|---|---|--|
|   | streams of traffic; this screening should be planting and not a wall, as depicted in the consultation video.  | planting where appropriate to alleviate potential effects on visual amenity.  |  |
| Verizon<br>[also PIL ID38]                | <b>No objection:</b> Verizon confirms that it has no apparatus in the area.   | It is noted that Verizon raises no objection to the scheme.   | N/A  |
| Defence Infrastructure Organisation (DIO) | <b>No objection:</b> the Defence Infrastructure Organisation (DIO) confirms that the Ministry of Defence has no safeguarding objections to the proposal.  | It is noted that DIO raises no objection to the scheme.   | N/A  |
| Equality and Human Rights Commission      | <b>No objection:</b> The Equality and Human Rights Commission confirms that it does not as standard respond to Nationally Significant Infrastructure Project (NSIP) consultations. It requests that no further information on the scheme is sent unless there is a clear and specific equality and human rights concern to be raised. | It is noted that the Equality and Human Rights Commission does not wish to comment on the proposals at this time.   | N/A  |
| Southern Gas Network                      | <b>No objection:</b> Southern Gas Network confirms that it does not cover the area in which the scheme is situated.   | It is noted that Southern Gas Network raises no objection to the scheme.  | N/A  |
| South West Water<br>[also PIL ID126]      | <b>Comment:</b> South West Water confirms that it is already engaged with the project team relating to diversion routes. South West Water raises no other concerns.   | Highways England is in ongoing engagement with South West Water relating to its apparatus within the vicinity of the scheme. It is noted that there are no other concerns raised by South West Water.                           | N/A  |
| Instalcom/Level 3<br>[also PIL ID35]      | <b>Comment:</b> Instalcom, on behalf of Level 3, confirms that it is already engaged with the project team relating to diversion of Level 3 assets to accommodate the scheme proposals. Instalcom states that further updates to the scheme would be gratefully received, and raises no other concerns.                               | It is recognised that Highways England is in ongoing engagement with Instalcom/Level 3 relating to their apparatus within the vicinity of the scheme. It is noted that there are no other concerns raised by Instalcom/Level 3. | N/A  |
| Cluttons – CTIL                           | <b>No objection:</b> Cluttons, on behalf of CTIL, confirmed that no equipment is affected by the proposed scheme.   | It is noted that Cluttons on behalf of CTIL raises no objection to the scheme.  | N/A  |

| Consultee  | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|--|---|---|--|
| Wales and West Utilities (WWU)<br>[also PIL ID124] | <b>Section A, Chiverton Cross:</b> Wales and West Utilities (WWU) confirms that it has no apparatus in the area of Chiverton Cross. It advises that gas pipes in other ownership may be present and that information on these should be obtained from their owners. Safe digging practices in accordance with HS(G)47 must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. | It is noted that WWU has no apparatus affected within Section A of the scheme. Comments relating to gas pipes of other ownership and to safe digging practices are noted.   | N/A  |
|  | <b>Section B, Chybucca:</b> WWU confirms the presence of intermediate/high pressure gas mains in proximity to the site at Chybucca. WWU states that no excavations are to take place above or within 10m of the confirmed position of these mains without prior consultation with WWU. WWU encloses a plan showing their pipes and a copy of their general conditions for the protection of apparatus and prevention of disruption to gas supplies.                       | Highways England is in ongoing engagement with WWU regarding its apparatus at Chybucca. Diversions have been included within the red line boundary of the scheme. No excavations are to take place above or within 10m of the confirmed position of these mains without prior consultation with WWU.        | Y  |
|  | <b>Section C, Carland Cross:</b> WWU confirms the presence of intermediate/high pressure gas mains in proximity to the site at Carland Cross. WWU states that no excavations are to take place above or within 10m of the confirmed position of these mains without prior consultation with WWU. WWU encloses a plan showing their pipes and a copy of their general conditions for the protection of apparatus and prevention of disruption to gas supplies.             | Highways England is in ongoing engagement with WWU regarding their apparatus at Carland Cross. Diversions have been included within the red line boundary of the scheme. No excavations are to take place above or within 10m of the confirmed position of these mains without prior consultation with WWU. | Y  |
| Southern Gas Networks (SGN)                        | <b>Comment:</b> Southern Gas Networks (SGN) identifies that there may be gas infrastructure within the land area that could be adversely affected by the scheme. SGN will provide Highways England with a plan showing the location of any gas infrastructure under the said land, on receipt of both (1) a plan showing the extent of land   | Highways England has engaged with SGN following statutory consultation, in which SGN has confirmed that its apparatus would not be impacted by the scheme.  | N/A  |

| Consultee                | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|--------------------------|---|---|--|
|                          | <p>subject to the DCO and (2) a GIS shapefile that corresponds to the red-line boundary of that land that will form the subject of the DCO.</p> <p>SGN will object to the DCO if there is gas infrastructure within the area of land subject to the DCO and Highways England fails to advise to the arrangements that will be made to protect the infrastructure during the implementation and commissioning of the DCO project.</p> <p>A second response to the consultation confirmed that SGN does not have apparatus which covers the area of the scheme.</p> |   |  |
| Torrige District Council | <p><b>No comment:</b> Torrige District Council considers that its authority will not be impacted by the scheme and therefore has no comment; however, it would like to be kept informed with progress of the scheme.</p>  | <p>It is noted that Torrige District Council does not wish to comment on the proposals. Highways England will keep Torrige District Council informed of the progress of the scheme.</p> | N/A  |

## 8.5 Matters raised by section 42(1)(d) Persons with an Interest in the Land and Highways England response

8.5.1 Table 8-2 provides a summary of matters raised in response to statutory consultation by persons with an interest in the land (PILs) as identified by section 42(1)(d) of the Act. For each matter raised, the regard had by Highways England to this matter is outlined in accordance with section 49 of the Planning Act 2008. It is identified if the matter raised resulted in a design change, did not result in a design change or was not relevant to a design change.

**Table 8-2 Summary of responses and regard had to responses: section 42(1)(d) consultees**

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|---|--|
| PIL ID 2  | <p><b>Scheme impact:</b> PIL ID2 owns a nearby windfarm, which has been operating successfully since its completion in 1992, and in 2010 received permission to repower and update the site.</p> <p>At this stage, some of ID2's specific concerns relate to the potential for the project to impact on existing windfarm infrastructure (with the diversion of cables; impact on the windfarm's operations because of access issues; diversion of infrastructure and proximity of the project to the landowner's turbines).</p> <p>This list is not exhaustive, but instead highlights the key concerns identified at this stage.</p> | Legal discussions are currently ongoing between Highways England and PIL ID2 in regard to detailed diversionary works (C4 estimates).   | N/A  |
|           | <p><b>Access:</b> PIL ID2 raises concerns with regard to windfarm access during construction and operation of the scheme.</p>  | <p>The proposed highway and Carland Cross junction has been designed to accommodate the delivery of 40m blades, including the redesign of access tracks within the windfarm.</p> <p>Highways England has received buildability advice that shows that it is possible to maintain access to the windfarm</p> | N/A  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           |  | <p>throughout the works. The principal contractor will confirm the temporary access arrangements during construction.</p> <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) confirms that access will be maintained during construction and operation; as such there will be no change to its operation.</p>  |  |
|           | <p><b>PEIR:</b> PIL ID2 does not believe that all potential impacts have been adequately considered and assessed within the PEIR.</p> <p>Citing page 21 of the consultation booklet which accompanies the PEIR, the landowner comments that very little detail, if any, is provided to address their key concerns.</p> <p>Further to that, they note that it is not clear what assumptions and judgements have been made in relation to avoiding encroachment onto critical safety zones around their wind turbines; they will welcome engagement with Highways England in order to clarify on this point.</p> | <p>The proposed A30 has been designed to avoid any permanent infrastructure within the windfarm exclusion zones. It is not considered that the wind farm presents any significant risk to the operation of the scheme. The Environmental Statement does not include reference to the windfarm as it does not cause any impacts on the scheme</p> <p>Engagement has been ongoing with the operators of the wind farm since July 2017 to understand any potential impact of the wind farm on the proposed scheme and to ensure that operations are not affected by its construction.</p> <p>Details of the meetings held are available in Appendix B of the Statement of Reasons (Volume 4, Document Reference 4.1).</p> | N/A  |
|           | <p><b>Consultation:</b> PIL ID2 wishes to register as an interested party in the scheme's DCO examination, also expressing an interest in potential participation in the examination.</p> <p>The respondent stresses that although they have flagged their concerns early, they are keen to work constructively with Highways England in order to resolve these issues.</p>  | <p>Highways England has worked constructively with windfarm operators since Preferred Route Announcement in July 2017, as stated above.</p> <p>It is recognised that the landowner wishes to register as an interested party and potentially participate in the DCO examination.</p>   | N/A  |



| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|---|--|
|           |  | Highways England is committed to continued engagement with landowners and consultees. A summary of meetings held with landowners from Preferred Route Announcement to submission of the application is contained in Appendix B of the Statement of Reasons (Volume 4, Document Reference 4.1).  |  |
| PIL ID 3  | <p><b>Access:</b> PIL ID3 comments that the plans showing the land Highways England's proposals to compulsorily purchase do not indicate how they will access their property from the local road following the purchase of the land.</p> <p>Following the compulsory purchase of land, a physical boundary around PIL ID3's property is requested, pending a meeting to decide how and with what minerals this might be delineated.</p>  | This land is no longer required for the construction of the realigned A30. An access will be provided to connect the driveway to the realigned side road north of Two Barrows underpass.  | Y  |
|           | <p><b>Section B, highways design:</b> To resolve access issues regarding PIL ID3's property, they suggest the construction of a hammer head junction at the top of their driveway onto the existing slip road. They also comment that this solution has already been suggested to the project manager and landowner team.</p> <p>A break in the Chyverton Park and Garden boundary to the new local road immediately west of the junction is also proposed to ensure pedestrian access to the existing slip road, and to ensure a pedestrian route is maintained to Marazanvose or Chyverton House.</p> <p>PIL ID3 supports the idea Highways England shared on their meeting dated 23<sup>rd</sup> February of including an intentional curve in the road (known as a chicane) to</p> | <p>The access to PIL ID3's property has been redesigned following feedback from statutory consultation to include pedestrian access from the re-aligned side road north of Two Barrows.</p> <p>Following feedback from the public consultation and subsequent landowner meetings, the proposed road has been designed to avoid any land-take from Chyverton Park and Gardens.</p> | Y  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           | <p>avoid the necessity to compulsorily purchase any part of Chyverton Park and Gardens, and suggests adjusting the shape of the lagoon adjacent to their property to achieve this.</p>  |  |  |
|           | <p><b>Section B, mitigation:</b> PIL ID3 notes their pleasure at Highways England's confirmation that they will use low-noise road surfacing on the new A30, as well on the realignment of the existing A30 near Chyverton Park; and suggests that a Cornish hedgerow on the Chyverton Park boundary will further reduce noise levels, as well as enhancing its appearance.</p> | <p>The support for the use of low noise road surfacing and realignment of the existing A30 at Chyverton Park is noted.</p> <p>Hedgerows will be incorporated to define new boundaries and tie into the existing field patterns. Cornish Hedgerows are used where appropriate to reflect the local character, some with grassed tops and others with hedge on top.</p> <p>Full details of the planting are provided in Volume 6, Document Reference 6.3, Figure 7.6 Environmental Master Plans.</p> | Y  |
|           | <p><b>Section B, the green bridge:</b> PIL ID3 suggests adjustments to the green bridge, to make it suitable for walkers, cyclists and horse riders (WCH).</p>  | <p>Since statutory consultation, the green bridge has been amended to provide for a bridleway along and over the new A30 and existing A30 (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P, Public Rights of Way Management Plan)</p>   | Y  |
| PIL ID 5  | <p><b>Need for the scheme:</b> PIL ID 5 supports the scheme and wider benefits it will bring.</p>   | <p>The support for the scheme and the recognition of its wider benefits is noted.</p>  | N/A  |
|           | <p><b>Land take:</b> The respondent states that a substantial area of land is to be taken; in excess of 36 acres. PIL ID 5 states they would prefer to retain this land to continue grazing cattle for as long as possible.</p> <p>The current scheme will affect a current phone mast leased to EE. The respondent states that they can</p>                                    | <p>Highways England has been holding meetings with this landowner from the inception of the scheme. The positioning of the scheme minimises the severance of fields to this landowner, although Highways England acknowledges that a significant amount of landholding is required for the scheme.</p> <p>Access will be retained to all areas of the farm during construction, and work has been undertaken to retain access</p>  | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p>accommodate the relocation but have incurred abortive legal fees as a result of pre-planning work.</p>   | <p>once the scheme is built, including the provision of a private means of access across the extent of the farm holding.</p> <p>Highways England has engaged with the operator of the phone mast regarding its relocation, as set out in Appendix B of the Statement of Reasons (Volume 4, Document Reference 4.1).</p> <p>Highways England will compensate any losses related to the relocation of the phone mast in line with its compensation policy.</p>   |  |
|           | <p><b>Access:</b> The respondent requests 24-hour access to the solar park; farm land; the abattoir; holiday lets; offices; dwellings; the gas main; the water main; the private piped water supply; and the and storage tank.</p> <p>The respondent requests an internal road to link the stables to the main farm, with a preference for concrete surfacing stated, and ownership of which will be returned to PIL ID 5 following construction.</p> | <p>Highways England is committed to retaining 24-hour access to all properties affected by the scheme during construction and operation.</p> <p>Private means of access have been designed to retain access both during construction and operation of the proposed new A30 scheme. Ownership of private means of access will be passed over to the landowner to reflect the existing situation, and surfacing on the proposed access will remain the same as the current access.</p> <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), severance during construction will be minimised through careful siting of construction compounds, ‘lay down’ areas, careful planning of construction activities through consultation with the landowners, and mitigation in places with new temporary and permanent accesses.</p> | N  |
|           | <p><b>Business impacts:</b> The scheme may affect holiday lettings and business tenants during construction. Additionally, the area of woods in the centre of the farm will be lost.</p>  | <p>Highways England acknowledges that the scheme will have noise and landscape impacts on the holiday lets referred to.</p>  | N/A  |

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|           | <p>The respondent raises concern about land unaffected by the works becoming practically unusable due to severance, which will reduce the number of cattle they can graze.</p>  | <p>Access will be retained on all areas of the farm during construction, and work has been undertaken to retain access once the scheme is built, including the provision of a private means of access across the extent of the farm holding.</p> <p>However, Highways England acknowledges that a pinch point is created between the scheme and solar farm. This may require surfacing the ground with a hard material to allow for driving cattle, as ground conditions at this point will not support this in their current form.</p> <p>This has not been explicitly included in the scheme as it is covered within Highways England's compensation policy – which is that it compensates any losses as a result of the scheme.</p> |  |
|           | <p><b>Noise:</b> The respondent states there will be an increase in noise both during construction and operation of the scheme.</p>   | <p>Highways England acknowledges that the scheme will have noise impacts on the land holding.</p> <p>Extensive mitigation measures have been designed into the scheme to reduce noise and visual impacts during operation, including the alignment and lowering of the road (so that it sits below ground height), low noise road surfacing and landscaped earthworks. Noise barriers have not been included at this point on the scheme.</p>  | N/A  |
|           | <p><b>Slip road:</b> PIL ID5 states that east facing slip roads have been unfairly dismissed by Highways England. They explain that traffic using the third arterial route into Truro via Shortlanesend can use three exits (Zelah West, Tresawsen and Chybucca), but neither the Zelah West or Tresawsen figures have been included in</p> | <p>Highways England's consideration of the provision of west facing only slip roads is provided in response to Cornwall Council in Table 8-1 of this report.</p>   | N  |

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|           | <p>calculations estimating the need for east facing slip roads.</p> <p>They add that this is an important route, and while the existing A30 will serve these routes, it will be downgraded which could result in major congestion at peak times.</p> <p>They argue that this will adversely impact the residents of new housing being developed in Perranporth and Shortlanesend, and encourage more traffic onto the existing A30. The respondent concludes that the long-term impact of the loss of this infrastructure exceeds the cost of its provision.</p> |  |  |
| PIL ID6   | <p><b>Engagement with Highways England:</b> PIL ID6 states their previous representations have been ignored and amendments to the project have worsened their situation.</p> <p>No contact has been made by the landscaper despite assurances he would.</p>  | <p>Highways England has taken all comments received during consultation and engagement with landowners and other consultees throughout the progression of the scheme into account.</p> <p>Since statutory consultation the following principal measures have been carried out for the benefit of PIL ID6:</p> <ul style="list-style-type: none"> <li>• The road in the area Pennycomequick lane area has been lowered</li> <li>• The attenuation pond previously south of the scheme has been moved to the east on proposals, away from the property</li> <li>• Access to the property has been amended in order to provide direct private access from Pennycomequick lane.</li> </ul> | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           |   | <ul style="list-style-type: none"> <li>Highways England has amended acquisition plans for the access land to the property, which will now be temporarily acquired during construction then returned to the landowner, instead of permanently acquiring it.</li> </ul> <p>The landscape specialist has met with the landowner several times since July 2017. No responses to consultation have been ignored; however, it is noted that the landowner considers that changes to the scheme have not been to their benefit.</p> |  |
|           | <p><b>Section C, Zelah to Carland Cross junction:</b> PIL ID6 raises concern that if the proposed width of Pennycomequick Lane and the underpass is too wide, it will encourage faster driving.</p> <p>Resultant bottlenecks on the downhill stretch near Honeycombe Farm are predicted, where the lane narrows and visibility is reduced, which could cause hazards.</p> | <p>An agreement has been made with Cornwall Council to match the widths of realigned side roads to their existing widths, which is less than 5.5m.</p> <p>As detailed in the Transport Report (Volume 7, Document Reference 7.4), the traffic modelling shows that congestion is unlikely to occur on Pennycomequick Lane due to the low number of vehicles using this route; the model forecasts a decrease in average daily traffic on Pennycomequick Lane as a result of the scheme.</p>                                  | N/A  |
|           | <p><b>Land acquisition:</b> PIL ID6 states that the project is seeking to acquire far more of their field than necessary.</p> <p>Regret at the retention of the northern section of old Pennycomequick Lane is expressed; the landowner previously believed it will be blocked to the north of the crossroads, and could be filled instead with trees.</p>                | <p>Appendix A of the Statement of Reasons (Volume 4, Document Reference 4.1) sets out the reasons for all land required. In this case, it is related to the realignment of the side road and required verge, as well as landscape planting.</p>  | N/A  |
|           | <p><b>Reinstatement:</b> PIL ID6 states that reinstatement should be on a like-for-like basis. They add that</p>  | <p>The carriageway of the new section of lane is designed to be wider than the existing lane to accommodate agricultural and other vehicles passing. If the verges are damaged by careless</p>   | Y  |

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|           | <p>although the proposed verges sound attractive, tractors will damage these.</p>  | <p>driving, it will be the responsibility of the local highway authority (Cornwall Council) to reinstate these.</p>  |  |
|           | <p><b>Storage compound:</b> PIL ID6 states that they have not received details of the access arrangements and details of the temporary storage compound despite their request for information.</p>   | <p>Access to PIL ID 6's property will be from the realigned Pennycomequick Lane.</p> <p>The construction compound location has been identified from buildability advice received by Highways England. It is needed to aid the construction of the new underpass at Pennycomequick. It will primarily be used for storage.</p> <p>Specific activities are not known at the time of submission and will be managed through the Outline Construction Environmental Management Plan (Appendix 16.1, Volume 6, Document Reference 6.2).</p> | N  |
|           | <p><b>Attenuation pond:</b> PIL ID6 requests that Highways England reconsiders the location of the attenuation pond, raising concerns over its impact on the surroundings; specifically, that the area of land it will leave is not farmable by modern methods, and that the ground conditions of the new location are such that water does not drain readily.</p> <p>Should Highways England be unable to leave the attenuation pond in its original location, PIL ID6 asks for the pond to be deepened and its surface area reduced, allowing this more trees to be planted as visual screening. They state this request has already been ignored and the latest plans show a larger pond with an access track that renders the planting of trees against their boundary impossible.</p> | <p>The attenuation pond previously to the south has been moved to the east, away from the property. The road height of the new A30 around Pennycomequick has been lowered on to accommodate the concerns of the local communities, which is why this is now possible.</p>  | Y  |

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|           | <p><b>Low-noise surfacing:</b> Ambiguity is noted regarding low-noise surfacing. Clarification is sought over whether Low Noise Surfacing will be restricted to the area near Carland Cross Cottages, or if it will be extended along the entire length of the road.</p>   | <p>Highways England uses low noise surfacing as standard.</p> <p>Therefore, the proposed new A30 Chiverton to Carland Cross scheme will be treated throughout its entire length with Low Noise Surfacing (LNS). This LNS provides a distinct reduction in the road traffic noise, which is caused by less impactful tyre interaction with the road surface.</p>   | N/A  |
|           | <p><b>Noise:</b> PIL ID6 expresses concern over the increased noise associated with faster-moving vehicles, stating that enjoyment of their garden will be greatly reduced. Furthermore, proposals to surround the property by roads on three sides mean this will come from all directions. It is also noted that ongoing traffic noise from the old road is ignored in the PEIR (see Table 11.11).</p> | <p>Highways England accepts that the property will be surrounded by roads; but the noise assessment in the area has taken account of average traffic speeds as forecast by the traffic model for the proposed new alignment, and any resulting effects on existing roads.</p> <p>Any increased noise resulting from higher traffic speeds is accounted for within this model; even taking the surrounding roads into account, the noise at the property is expected to decrease by more than 10Db from current levels.</p>  | N/A  |
|           | <p><b>Noise assessment:</b> Concern is expressed that no results on noise have been published in the PEIR, given that two microphones were placed near Pennycomequick for two weeks.</p>   | <p>A detailed noise assessment has been undertaken and the results are reported in Chapter 11 of the Environmental Statement (Volume 6, Document Reference 6.2)</p> <p>The PEIR assessment was a preliminary assessment based on the information available at that time. As noted in the PEIR, it was not possible to complete, analyse and compile the survey results in time for the production of the preliminary assessment.</p> <p>Full survey details of all noise assessments are provided within Chapter 11 Noise of the Environmental Statement (Volume 6, Document Reference 6.2)</p> | N/A  |



| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p><b>Hedges:</b> There is full support for the construction of Cornish hedgerows, particularly where the road passes residential properties. Questions over why these will not be applied in the Pennycomequick area are raised, and the respondent requests stone hedges where the road passes the southern boundary of Pennycomequick Lane.</p> <p>Instead of retaining the existing lane and creating an attenuation pond, the respondent also requests greater visual screening.</p> | <p>Cornish hedgerows are not prevalent in the local landscape around Pennycomequick. Immediately to the south and west of Pennycomequick, hedgerows are soft mixed native hedges. Cornish hedgerows are more prevalent in the landscape to the east and south of the main route crossing the lane.</p> <p>Filtering of views from Pennycomequick is already present in the form of mature trees within the garden and boundary. As a result of the findings of assessments, woodland screen planting has been provided along the main carriageway and around the side road and underpass. This is shown on the Environmental Masterplans (Volume 6 Document 6.3 Figure 7.6).</p> | Y  |
|           | <p><b>Double glazing:</b> Double glazing is requested to prevent dirt, dust and fumes entering the house during construction and operation.</p>   | <p>As part of the DCO application, Highways England has prepared an Outline Construction Environmental Management Plan (Volume 6, Document Reference 6.4). It includes best practice dust mitigation measures which will be implemented during construction.</p> <p>With these measures in place, it is considered there will be no significant impact from dust during the construction of the scheme.</p>  | N/A  |
|           | <p><b>Mitigation:</b> A comparison is made between the investments in the green bridge to those made in the quality of life for PIL ID6, noting it as “grossly unfair”, as their property is directly beside the proposed route.</p> <p>The landowner mentions the many improvements they have suggested to Highways England which have not been contemplated.</p>  | <p>Highways England has taken all comments received during consultation and engagement with landowners and other consultees throughout the progression of the scheme into account.</p> <p>Mitigation measures have been designed regarding the reduction of impacts on the environment as well as human quality of life, which include the wellbeing of local residents.</p>   | N/A  |

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|           |  | <p>The provision of the green bridge at Marazanvose provides mitigation for bats. The nature of the structure allows for its use by walkers, cyclists and horse riders, as well as providing landscape and noise benefits.</p> <p>There has been no bias in the decision making around provision of mitigation measures on the scheme.</p>  |  |
|           | <p><b>Pennycomequick Quiet Lane:</b> Pennycomequick side road is a designated Quiet Lane; the landowner notes it should not therefore be designed for 85kph speeds and should be no wider than 5.5m.</p>   | <p>An agreement has been made with Cornwall Council to match the road widths of realigned side roads to their existing widths, which is less than 5.5m.</p> <p>A widened verge is needed at the Pennycomequick side road and underpass to achieve the necessary stopping sight distance, so that the underpass does not require lighting. This widened verge also acts as a passing place for the narrow country lane.</p> <p>No change to the speed limit in this area is proposed, so there is no danger posed by increased speeds.</p>   | Y  |
|           | <p><b>Construction traffic:</b> PIL ID6 states that the impact of construction on traffic delays has been greatly underestimated. They predict this being a real problem, with some eastbound lorries beginning their journeys in the night, which the respondent is concerned will impact their sleep patterns.</p> <p>Pennycomequick Barn is a commercial property used as offices with its own significant traffic flow each day from workers and deliveries. There is concern that this may be impacted by temporary traffic management via the A30.</p> | <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared and support the DCO application (Volume 6, Document Reference 6.4, Appendix 16.1 and 2.1 respectively). They explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible.</p> <p>The draft Traffic Management Plan identifies the key areas where the works impact on the existing A30 traffic flow with</p> | N/A  |

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|           | <p>PILID6 also notes that the use of Pennycomequick Lane by walkers, riders and cyclists will not stop during the construction period.</p> <p>The landowner's assessment is that impact of construction traffic will be severely adverse in the short-term, and slightly adverse in the longer term once the road and underpass have been built.</p> | <p>solutions to phase the construction works in such a way as to ensure the safety road users and the workforce whilst minimising disruption to the public, businesses and visitor destinations.</p> <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), also state that the construction phase of the scheme is expected to lead to a variety of effects on the local walking, cycling and horse riding (WCH) network, as a result of severance to existing routes caused by the proposed scheme main carriageway or side roads.</p> <p>At Pennycomequick, the local route has been assessed and the minor changes caused by the scheme to WCH usage are considered to be neutral, not adverse.</p> <p>The impact of construction has been assessed using the traffic model in accordance with the established Department for Transport WebTAG methodology. In all cases, realignment or diversion of these local routes is included within proposals to maintain access, utilising new side roads, bridges and junctions where possible. Overall, during construction there is likely to be a short-term and slight adverse effect.</p> |  |
|           | <p><b>PEIR, visual impact:</b> The respondent agrees that the winter impact to Pennycomequick will be moderate adverse and significant, but argues the impact on road users (classed within the PEIR as transport receptors) should be shown as moderate and significant.</p>  | <p>Road users are less sensitive to visual change and so when combined with the same magnitude of change, the level and significance of the effect on these users is less than for residents in the local area.</p>   | N/A  |

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|           |   | The application of the criteria, methodology and judgements outlined in the Design Manual for roads and bridges (DMRB) are set out in Chapter 7 of the Environmental Statement (Volume 6, Document Reference 6.2) and in the visual assessment tables in Appendices 7.3 and 7.4 (Volume 6, Document 6.4).  |  |
|           | <b>PEIR, noise:</b> PIL ID6 cautions against making conclusions on future noise and emissions until decisions are made with respect to traffic calming on the existing A30, stating that there is a danger that traffic on the existing A30 will travel at a relatively high speed, which is noisier traffic which is stationary or crawling along as is often the case at the moment.  | <p>The noise assessment uses road traffic noise modelling, and covers daytime and night time periods to consider the impact on local residents. Slow moving traffic cannot be used as a baseline condition.</p> <p>The Environmental Statement (Volume 6, Document Reference 6.2) assesses noise from both the proposed scheme and all existing roads. It also takes account of average traffic speeds as forecast by the traffic model for the proposed new alignment and any resulting effects on existing roads.</p> <p>The noise assessment that has been undertaken as part of the preparation of the Environmental Statement (Volume 6, Document Reference 6.2) for the scheme is in accordance with the Design Manual for Roads and Bridges (DMRB), HD213/11 which covers the various aspects of construction and operation of a highways scheme.</p> | N/A  |
|           | <b>PEIR, air quality:</b> PIL ID6 believes that their property will be potentially be more polluted following the scheme and is surprised at the conclusion in the PEIR that the scheme's impact along the A30 on air quality concentrations is not significant. They note that the area around their property was not selected for predicting results and there is a gap between Discussion region 4 (Marazanvose to Zelah) and Discussion region 5 (Carland Cross). | The proposed scheme will redirect, and therefore reduce, traffic away from the respondent's property. Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) provides results of concentrations near the property where the yearly average of nitrogen oxide will reduce as a result of the proposed scheme.  | N/A  |

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|           | <p>PIL ID6 comments that the PEIR air quality chapter is difficult for those without specialised knowledge to understand.</p>  |   |  |
|           | <p><b>PEIR, impact on residents:</b> Support for the statement that residents (classed within the PEIR as residential receptors) at Pennycomequick will receive significant long-term and irreversible adverse residual effects as a result of operation of the scheme.</p>                              | <p>The support for this statement within the PEIR is noted.</p>   | <p>N/A</p>                                       |
|           | <p><b>Lighting and signage:</b> PIL ID6 supports the omission of lighting except at the main junctions and support the proposal to omit Variable Message Signs.</p>  | <p>Since statutory consultation, lighting is no longer proposed at the main junctions or on the proposed A30. Support for this position is noted.</p>   | <p>Y</p>   |
|           | <p><b>Road height:</b> PIL ID6 argues that road heights should be reassessed.</p>  | <p>Following feedback from the public consultations, the road height of the proposed A30 has been lowered around Pennycomequick to accommodate the concerns of the local community.</p>   | <p>Y</p>   |
|           | <p><b>Access roads:</b> Concerns that Pennycomequick Lane is unsuitable to take contractor traffic in its present form is expressed; it is suggested that road improvements are carried out before the compound is built to avoid accidents.</p>   | <p>Concern noted. Arrangements for this road will be confirmed in the contractor's detailed planning and programming activities and detailed within the Outline Construction Environmental Management Plan (Volume 6, Document Reference 6.2, Appendix 16.1), which will have to be prepared in consultation with Cornwall Council, and submitted to and approved in writing by the Secretary of State.</p> | <p>N</p>   |
|           | <p><b>Air quality:</b> Since construction will last two seasons, PIL ID6 comments that Highways England's assessment that emissions during this period will be transient and of no consequence is unreasonable. Dust emissions are predicted to have a serious detrimental effect on Pennycomequick.</p> | <p>As part of the DCO application, Highways England has prepared an Outline Construction Environmental Management Plan (Volume 6, Document Reference 6.4). It includes best practice dust mitigation measures which will be implemented during construction.</p>  | <p>N/A</p>                                       |

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|           |   | With these measures in place, it is considered there will be no significant impact from dust during the construction of the scheme.  |  |
|           | <b>Cultural Heritage:</b> PIL ID6 notes that the PEIR skates over the historical importance of the existing A30 and queries whether there will be further comment following archaeological investigations.  | Highways England has assessed the heritage value of the existing A30; this assessment can be found in the Environmental Statement, Chapter 6 – Cultural Heritage (Volume 6, Document Reference 6.2).   | N/A  |
|           | <b>Visual amenity:</b> PIL ID6's southward view is essentially rural; this will change under the scheme. They challenge the assessment that "the visual amenity of these local roads is considered to be medium value", stating it should be considered moderate to high sensitivity. | <p>When assessing changes in view, 'value' is one of two factors considered. The other factor is the 'susceptibility of a receptor', which in this instance, relates to the specific impact on PIL ID6's property.</p> <p>The two factors are combined to form a judgement on the overall sensitivity of a residence's visual amenity.</p> <p>Residences on fast main roads are typically classed as being of low sensitivity, whilst those using minor rural roads, especially those identified for their scenic quality, are classed as being of moderate sensitivity.</p> <p>The conclusions drawn are in line with the Design Manual for Roads and Bridges (DMRB) guidance on Landscape and Visual Impact Assessment (LVIA), specifically the Interim Advice Note (IAN) 135/10.</p> <p>This note states in Table 1 of Annex 2 (Chapter 7 Landscape, Volume 6, Document Reference 6.2) that users of scenic roads, railways or waterways, or users of designated tourist routes are typically considered to be of moderate sensitivity.</p> | N/A  |
|           | <b>Health:</b> PIL ID6 is concerned about the impact of construction and operation on their health. Therefore, it is requested that Highways England takes every  | As part of the DCO application, Highways England has prepared an Outline Construction Environmental Management Plan (CEMP) (Volume 6, Document Reference 6.4, Appendix   | N/A  |

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|           | <p>possible measure to minimise noise and dust pollution, as well as to prevent stress and disturbed sleeping patterns by both the construction phase and the subsequent use of works.</p>  | <p>16.1). It includes best practice dust mitigation measures which will be implemented during construction. With these measures in place, it is considered there will be no significant impact from dust during the construction of the scheme.</p> <p>The control of noise and vibration, using Best Practical Means (BPM) is also incorporated within the Outline CEMP. This will include the selection of quiet equipment, a review of programme and methodology to consider quieter methods, placing onsite equipment in appropriate locations, controlled working hours and the provision of acoustic enclosure screening where practicable.</p> <p>If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the Outline CEMP, the main contractors may offer noise insulation or as a last resort temporary re-housing.</p> |  |
|           | <p><b>The existing A30:</b> A reduction in the width of the existing route is recommended, along with the installation of cycle lanes and pavements to encourage a 40mph or 50mph speed limit, and installing speed cameras. As a rural road, the respondent advises that excess signage, sleeping policemen or chicanes would spoil it.</p> <p>This is recommended because the landowner predicts that once the new road is built, traffic will be able to move much more quickly and steps must be taken to prevent traffic moving too quickly.</p> | <p>There are no proposals to change the speed limit on the existing A30, however Highways England is committed to funding measures which will influence driver behaviour to discourage high speeds.</p>   | N/A  |
| PIL ID 7  | <b>Hedge design:</b> PIL ID7 urges Highways England to construct all new boundaries between the new road  | Cornish hedgerows are used where appropriate to the local character, some with grassed tops and others with hedge on  | Y  |

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|           | <p>corridor and adjoining land retained by the landowners and occupiers as Cornish stone and earth hedges, as far as practically possible, ideally to a height of around two metres.</p> <p>The respondent requests that hedges are fenced internally with posts, sheep netting and barbed wire to ensure that livestock does not damage the new hedges while they are establishing.</p> <p>When this is not possible, PIL ID7 notes that timber posts and rails proposed by Highways England should be properly tantalised, and requests that Highways England shared the design suggestion with the respondent and other appropriate agents for their approval.</p> <p>The landowner states that it is important for livegrowth to be planted on the outside of fences to create hedges for wildlife and livestock shelter.</p> | <p>top. Stock proof fencing is proposed along the scheme where required.</p> <p>Highways England will incorporate hedgerows into the scheme to define new boundaries and tie into the existing field patterns. Full details of the planting are provided in Volume 6, Document Reference 6.3, Figure 7.6 Environmental Master Plans.</p> |  |
|           | <p><b>Section C, hedge location:</b> PIL ID7 cites Map 3, advising that a section needs to be removed so that the remaining land to the north of the road corridor in plot 6/4 can be joined with the remaining land in plot 14/1 shown on map 4.</p>   | <p>Removing hedges that are outside of the scheme boundary is not a reasonable mitigation measure. Doing this would impact on the pattern and character of the local landscape. Impacts of the scheme on businesses will be compensated in line with statutory guidance.</p>   | N  |
|           | <p><b>Land acquisition:</b> Citing a map they have provided, PIL ID7 identifies two small areas that believe need to be acquired by Highways England because they will be severed and inaccessible for the landowner.</p>   | <p>Proposals now include the acquisition of this land.</p>   | Y  |



| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p><b>Attenuation pond boundaries:</b> It is requested that boundaries of the large attenuation pond within plot 6/6 and of the new corridor be Cornish hedgerows, and that these remain under Highway's England ownership for future maintenance and repair.</p>  | <p>The proposed location of the attenuation pond has been moved east to the other side of the existing lane. The pond will be surrounded by a Cornish hedgerow. Proposals include its permanent acquisition by Highways England.</p>  | Y  |
|           | <p><b>Attenuation pond drainage:</b> PIL ID7 requests the drainage outfall pipe from the attenuation pond be buried to a sufficient depth to avoid interfering with future agricultural operations, and suggests laying these pipes on gravel beds to create "French stairs" to assist land drainage.</p>  | <p>All drainage outfalls on PIL ID7's land are carrier pipes rather than open channels. These will be buried at a minimum depth of 0.9m below ground level in order to avoid interference with agricultural operations. The pipes will be laid within surrounding gravel.</p>   | Y  |
|           | <p><b>Wildlife crossing:</b> PIL ID7 cites the position of a wildlife crossing on the map sent as part of statutory consultation, which they advise must not interfere with agricultural operation on the landowner's retained land.</p>   | <p>The wildlife crossings will not be large enough to be accessed by stock and there are no expected impacts on the agricultural use of the land.</p>   | N/A  |
|           | <p><b>Plot 6/8 access:</b> A new access point into the land of plot 6/8 south east of the new corridor and the attenuation pond is requested.</p> <p>PIL ID7 advises the new access should be in line with the existing hedgerows, set back sufficiently to enable tractors with trailers to pull off the road before entering the gates, and will need to be agreed with them in advance, whether or not it is a double gated entrance.</p> <p>One or possibly two new gated accesses are requested in the field, which can be created by combining the landowner's retained land to the north of the new road shown on maps 3 and 4.</p> | <p>Highways England is committed to retaining 24-hour access to all properties and businesses affected by the scheme during construction and operation.</p> <p>From ongoing engagement with the landowner, it has been agreed that access will be provided from the existing A30 as part of the accommodation works for the scheme, and exact specifications can be agreed during the construction of the scheme.</p> | Y  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p><b>Plot 14/1 access:</b> PIL ID7 states that the proposed access at the north-western end of plot 14/1 is too steep to use and other existing accesses currently used are on land that will be acquired.</p>   | <p>A new access from the realigned A3075 has been provided within proposals as part of the scheme.</p>  | Y  |
|           | <p><b>Water supply:</b> Disruption of a section the existing water supply is predicted, so PIL ID7 requests a new water supply on the land, and a discussion to agree a formal design for livestock watering arrangements.</p>  | <p>The provision of water to PIL ID 7's land will be retained, either by diverting the existing water provision or else by installing a system which meets the existing quality and yield. The exact solution will be confirmed during the construction of the scheme.</p>  | Y  |
|           | <p><b>Drainage:</b> Citing the map sent as part of statutory consultation, PIL ID7 identifies land to be used for the installation of a surface water drainage pipe, but advises that one may already exist in this section of land.</p> <p>It is suggested that the existing culvert must be adapted and enlarged as necessary to prevent flooding problems, because existing drainage problems suggest that it will not be able to cope with the further outflow caused by the proposed attenuation pond.</p> | <p>Highways England assesses that the flooding issues surrounding this culvert are mainly to do with local conditions rather than the culvert being too small.</p> <p>As the scheme will not significantly increase flows into the existing culvert, it is not deemed necessary to upgrade the existing culvert as part of the scheme.</p> <p>Local improvement works will instead be made by Highways England's operations and maintenance team to improve local flooding issues around the substandard culvert rather than upgrading the culvert as part of the new A30 scheme.</p> | N  |
|           | <p><b>Compensation:</b> The project will lead to the loss of more than 50% of the total of the plot areas owned by PIL ID7, which will reduce the amount of livestock PIL ID7 can keep, and lead to a reduction in turnover and profit. For this, compensation is requested.</p> <p>Furthermore, the respondent suggests an inspection by the valuer acting on behalf of Highways England sooner rather than later.</p>   | <p>Negotiations have begun with the landowner regarding the compensation payable for the loss of land and effects on turnover and profit.</p> <p>Highways England will compensate for any losses as a result of the scheme in line with its compensation policy.</p>  | N/A  |

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|              | <p><b>Slurry storage:</b> The majority of land to be acquired from PIL ID7 is located outside a Nitrate Vulnerable Zone and can be used for the spreading of slurry at any time of year.</p> <p>PIL ID7 therefore requires compensation to provide extra slurry storage capacity; existing capacity will not be sufficient to support his intensive dairy farming business.</p> | <p>Negotiations have begun with this landowner regarding the compensation payable for the loss of Nitrate Vulnerable Zones as a result of the scheme, and consequent need for further slurry storage.</p> <p>Highways England will compensate for any losses as a result of the scheme in line with its compensation policy.</p> | N/A  |
| PIL ID 8 & 9 | <p><b>Property value:</b> PIL ID8 and ID9 express concern about the potential impact of the construction on the value of the bungalow at Callestick Vean Farm.</p>  | <p>Loss of value as a result of the operation of the scheme due to physical impacts (such as noise) may be compensable following the opening of the scheme.</p> <p>Highways England will compensate for any losses as a result of the scheme in line with its compensation policy.</p>   | N/A  |
|              | <p><b>Land loss:</b> Between eight and ten acres of this respondent's land will be lost to the scheme.</p>  | <p>This is noted. Highways England will compensate for any losses as a result of the scheme in line with its compensation policy.</p>  | N/A  |
|              | <p><b>Water supply:</b> There is currently a natural spring chamber point 90m from the lower hedge of field 3588 which needs to be maintained, and ownership retention is requested by PIL ID8 and ID9. It is therefore requested that current plans are amended to reflect this.</p>   | <p>This has been taken into account and no effects on the spring chamber are expected. The land is included as permanent acquisition in the application, however negotiations are ongoing to agree the purchase of the landholding which could include any provision to return the ownership of this area to the landowner.</p>  | N/A  |
|              | <p><b>Drainage:</b> PIL ID8 and ID9 state they are awaiting confirmation on drainage method, but suggest an open ditch as is the current method.</p>  | <p>The existing ditch will be used as an outfall for attenuation ponds 5 and 6.</p>  | Y  |

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|           | <p><b>Hedges:</b> Cornish stone hedging is preferred. Retained ownership of new hedges which will run against the farm lane is requested by the PIL ID 8 and ID9.</p>   | <p>The boundary treatment of the area surrounding Pond 5 is soft hedging. A Cornish hedgerow is proposed to the south of Pond 5 along the realigned B3284. Proposals include the retention of the Cornish hedgerow along the farm lane.</p>   | N/A  |
|           | <p><b>Land access:</b> Crossroad access is requested for livestock across the proposed local road to the most western parcel of PIL ID 8 and ID9's land, including gateways either side of the road (B3284) for safe transit of livestock.</p> <p>The landowner's east facing access from Chybucca will be lost, resulting in longer journey times.</p>   | <p>Access to plot 3/3b will be provided as accommodation works and detailed during the construction of the scheme.</p> <p>Highways England acknowledges that eastern access from Chybucca will not be possible along the new A30, although it will be possible along the existing A30, meaning journey times should not increase.</p> | Y  |
|           | <p><b>Attenuation pond:</b> Provision of bridged access over the culvert will be needed as a result of the two attenuation ponds between parcels 3588 and 5194.</p>   | <p>Bridged access over the culvert has been noted on the accommodation works plans. This will be developed in detail during construction of the scheme.</p>   | Y  |
|           | <p><b>Fields 1976/9675:</b> The latest proposal PIL ID 8 and ID9 have seen shows a triangular area at the east end of the field to be taken which has not been mentioned before.</p> <p>There is a farm gate directly opposite the farm lane, and the landowner can currently move livestock up the lane and straight across into the field.</p> <p>If all the triangular area is taken, the gateway will be closed and they will need to open a new one further west – livestock would then have to travel west along the B3284, leading to increased danger and traffic delays.</p> | <p>A gate for access and a track through the landscaped area has been included in proposals as part of accommodation works.</p>   | Y  |

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|           | <p><b>Fields 1976/9675 temporary access:</b> PIL ID8 and ID9 query the purpose of two rectangular areas on south boundary marked as 'land to be used temporarily' are, and how long will they be needed for.</p>                                 | <p>Permanent rights of access would be retained by Highways England for these areas of land. The western-most piece of land will be used to facilitate the installation of a multi-species culvert under the proposed A30.</p> <p>The eastern-most piece of land will be used for a Western Power Distribution (WPD) utilities diversion.</p>  | N  |
|           | <p><b>Field 3588 attenuation pond:</b> PIL ID8 and ID9 query how the new attenuation ponds will be constructed and how they will work. There is also a concern over the fields becoming waterlogged as a result.</p>                             | <p>The attenuation ponds will be constructed using construction plant to lower the ground level at the location of the ponds and re-grade the slopes. The exact construction methodology will be developed by the contractor.</p> <p>The ponds are designed to accommodate all of the road drainage within their footprint, and then slowly release it to the nearest watercourse at what is known as the 'greenfield runoff rate', which is the same rate as water will naturally filter through the soil into the watercourse.</p> <p>There will also be some infiltration into the ground. This will not make the existing drainage conditions on the surrounding land any better or worse.</p> | N  |
|           | <p><b>Field 3588 water supply:</b> If new watercourses are constructed to channel water to the existing ditch, there is concern from PIL ID8 and ID9 that this could interfere with the ability of livestock to drink from this watercourse.</p> | <p>The existing ditch will be used as an outfall for the attenuation pond. If the existing water quality cannot be achieved, then alternative provision for livestock will need to be installed.</p> <p>The exact solution will be confirmed during scheme construction.</p>   | N  |

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|           | <p><b>Field 3588 access:</b> PIL ID8 and ID9 request a new opening further north with a bridge to cross the existing or new drainage channel because access from 3588 to 5194 will no longer be available.</p>  | <p>Bridged access over the culvert has been noted on the accommodation works plans. The detail of this will be developed during construction of the scheme.</p>  | Y  |
|           | <p><b>Field 3588 spring:</b> PIL ID 8 &amp; ID9 query the planned ownership of a spring chamber on the east boundary approximately 90 metres from the north-western corner.</p> <p>They request retained ownership due to the importance of maintaining it.</p> | <p>It does not appear that the works will directly impact on the spring in question, however it is included in the permanent land take. It may be possible to retain the spring and provide access, or else an alternative provision could be installed to meet the quality and yield of the current supply. This will be provided in advance of the scheme construction to avoid a gap in provision.</p> <p>The exact solution will be confirmed during construction of the scheme.</p> | N/A  |
|           | <p><b>Field 3588 hedges:</b> PIL ID 8 and ID9's understanding is that the west boundary appears to take the Cornish hedgerow which delimitates their farm lane. Concerns over potential issues with cutting and maintenance of this hedge are raised.</p>       | <p>Proposals include the retention of the Cornish hedgerow along the farm lane.</p>  | Y  |
|           | <p><b>Field 3588:</b> Highways England is advised that a telephone line currently runs across the lane and through the field across to Creegmoor.</p>   | <p>This has already been designed into the utility diversion works that will take place as part of the scheme.</p>   | N/A  |

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|           | <p><b>Road safety issues:</b> PIL ID 8 and ID9's farm access lane serves Callestick Vean Farm and Callestick Vean Bungalow. There is poor visibility of vehicles travelling along the B3284 at the top of the lane, and concerns that this could become more dangerous with potentially faster traffic along the B3284 in both directions.</p> <p>From Perranporth, there will no longer be a need to slow down on approach to the A30 junction; from Truro, the fact they will not have had to slow down to cross the A30 means they will be more likely to be travelling at full speed on this stretch of road.</p> | <p>Access has been realigned further east along the B3284 to ensure that full standard stopping sight distance is provided without the need for any land take of the property garden.</p> <p>Gated agricultural access to fields on the opposite side of the road will be maintained at the current location.</p> | Y  |
| PIL ID 11 | <p><b>General comments:</b> Full support is expressed for the overall scheme and the consultation process, as is the hope that all concerns are heeded, to remove complications for all parties.</p> <p>PIL ID11 notes that construction of a new office building at Trevisson Park is nearing completion; approximately 240 new office workers will be based there from 1st May 2018.</p>  | <p>The support for the scheme and the consultation process is noted. Highways England has taken all responses received during consultation and engagement into account.</p> <p>The construction of a new office building at Trevisson Park is noted.</p>  | N/A  |
|           | <p><b>Section A:</b> Trevisson Park junction: PIL ID11 requests that the proposed junction to serve Trevisson Park off the current A30 is moved five metres towards the new Chiverton Cross Roundabout, thereby avoiding the need for any land acquisition. This is because it will be difficult for the landowner to receive consent from their lender.</p> <p>Should this junction become dangerous or difficult, PIL ID11 offers to seek planning permission at their own</p>  | <p>The red line boundary for the scheme has been removed from the landholding as requested.</p> <p>Any request for a new junction on to the existing A30 will be a matter for Cornwall Council to consider.</p>   | Y  |

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|           | cost to build a new entrance on the straighter section of road further from the roundabout.  |   |  |
|           | <p><b>Mature tree removal:</b> The area of the garden to be acquired is currently occupied by tall trees to the boundary fence, which will provide Trevisson House and Trevisson Park with excellent visual screening to the overall construction of the new roundabout.</p> <p>Concern is expressed that the removal of these mature trees will negatively impact on the tenants.</p> | The proposed scheme has been amended to ensure that these trees are retained.   | Y  |
|           | <b>Mitigation:</b> PIL ID11 supports the tree planting scheme proposed for the construction compound once construction is finished.  | The support for the tree planting proposed is noted.  | N/A  |
|           | <p><b>The existing A30:</b> PIL ID11 suggests a cycle lane along the existing A30 to improve safety.</p> <p>PIL ID11 suggests provision of a bus service stopping along the existing A30, and is happy to contribute towards the cost of two bus shelters provided they are close enough to their property.</p>  | <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers the impact of the scheme on all travellers.</p> <p>Given the reduction in traffic on the existing A30, the provision of a dedicated cycle lane is not considered necessary.</p> <p>It is assumed that existing bus services will continue to use their routes and facilities along the existing A30. Public transport provision is not within the remit of Highways England; Highways England can therefore make no further comment on public transport provision.</p> | N/A  |
|           | <b>Construction compound:</b> The use of land opposite PIL ID11's to temporarily house workers during construction is opposed, because workers' behaviour  | <p>The temporary construction compound is not proposed for use as onsite accommodation.</p> <p>It is noted that the landowner is seeking an option on land opposite, which is not affected by the scheme.</p>   | N/A  |



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|                  | <p>during the construction of the Goss Moor bypass caused a considerable impact to local residents.</p> <p>The respondent also wishes to inform Highways England that they are in negotiations with the landowner opposite to acquire this land, and are seeking an option on this land.</p>   |  |  |
|                  | <p><b>Consultation:</b> PIL ID11 wishes to work with the project team to resolve any technical and visual impact issues they may face as a result of being a close neighbour.</p>  | <p>Highways England is committed to continued engagement with landowners and consultees.</p>   | <p>N/A</p>                                       |
| <p>PIL ID 12</p> | <p><b>Hedge design:</b> PIL ID12 urges Highways England to construct all new boundaries between the new road corridor and adjoining land retained by the landowners and occupiers as Cornish stone and earth hedges, as far as practically possible, ideally to a height of around two metres. PIL ID12 requests that hedges are fenced internally with posts, sheep netting and barbed wire to ensure that livestock does not damage the new hedges while they are establishing.</p> <p>When this is not possible, PIL ID12 notes that timber posts and rails proposed by Highways England should be properly tantalised, and requests that Highways England shared the design suggestion with the respondent and other appropriate agents for their approval.</p> <p>PIL ID12 states that it is important for livegrowth to be planted on the outside of fences to create hedges for wildlife and livestock shelter.</p> | <p>As a general principle, where removal of Cornish hedgerows is proposed, they will be replaced with a Cornish hedgerow and returned to the ownership of the landowner.</p> <p>Stock-proof fencing will be provided where appropriate to protect the Cornish hedgerow from damage from livestock.</p> | <p>N/A</p>                                       |

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|           | <p><b>Water supply:</b> A historic right to take water from the quarry in the land adjacent to plot 999/10 is held by PIL ID12. To maintain this access, the landowner notes that it will be necessary for Highways England to construct a culvert under the new road for the pipe giving him access to the water to pass through. If this water supply is discontinued, they request another free supply.</p> | <p>The provision of water to PIL ID 12's land will be retained, either by retaining the existing provision under the proposed A30 or else by installing a system which meets the existing quality and yield.</p> <p>The exact solution will be confirmed during construction of the scheme.</p>  | N/A  |
| PIL ID 15 | <p><b>Road design:</b> PIL ID15 raises concern that the road is too straight and akin to a motorway, which is not in keeping with the landscape. The respondent also argues more of the existing A30 should be used.</p>   | <p>The proposed A30 has been designed to the standards laid out in the DMRB. The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph.</p> <p>The strategy for the scheme is to retain the existing A30 as a local road, retaining local connectivity. Several sections of the existing A30 that were dual carriageway have been retained as part of the proposed A30, such as the Tresawsen underpass. This has saved the need to construct a new underpass at this location, which has saved a significant amount of money.</p> | N/A  |

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|           | <p><b>Section A, Chiverton junction to Chybucca:</b> PIL ID15 states that proposals for this section take too much agricultural land, and will create intrusive visual and noise impacts on the surrounding landscape.</p> | <p>The design for the scheme will include extensive mitigation measures to reduce the impact of noise during operation. This includes the alignment and lowering of the road, use of low noise road surfacing and landscaped earthworks to reduce both visual impact and noise.</p> <p>Noise barriers will also be installed as required to reduce or remove significant noise effects at various locations where it is sustainable to do so, and where it is in accordance with Government noise policy.</p> <p>The use of noise barriers will depend upon a number of factors, including engineering considerations, the response from stakeholder consultation, the benefit compared to cost, and other environmental impacts caused by the barriers.</p> <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers the impact of the scheme on agricultural land. Highways England will compensate any losses as a result of the scheme in line with the Compensation Code.</p> | N/A  |
|           | <p><b>Land access:</b> PIL ID15 states that the road should not cut off their only legal access to their property, nor take land from or block access to NFH.</p>  | <p>The horizontal alignment of the proposed route has closely followed the Preferred Route alignment that was consulted upon during the non-statutory consultation held October and November 2016 and announced in summer 2017.</p> <p>Access is maintained to the property and via the adjacent Killivose Lane as agreed with PIL ID 15.</p>  | N  |

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|           | <p><b>Section B, Chybucca junction to Zelah:</b> PIL ID15 states that the closure of Marazanvose/Killivose Lane should be avoided, and the old Grooms Cottage should not be demolished.</p>   | <p>There is no plan to close Killivose Lane (C0178) as part of the scheme.</p> <p>Chapter 6 of the Environmental Statement (Volume 6 Document Ref 6.2) reports on any potential cultural heritage impact. It is assumed that Grooms Cottage refers to the derelict barn, which is not considered to listed by curtilage in relation to the NFH listing.</p> | N  |
|           | <p><b>Impact on property:</b> PIL ID15 raises concern regarding the diminished value of a rental property they own on the opposite side of the existing A30, should the scheme go ahead as currently proposed.</p>                            | <p>Loss of value as a result of the operation of the scheme due to physical impacts (such as noise) may be compensable following the opening of the scheme.</p>   | N/A  |
|           | <p><b>Section C, Church Lane:</b> PIL ID15 states that Church Lane should be reopened back into Zelah.</p>  | <p>Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) – clarifies the underpass will be provided to link to the existing A30 crossing, to accommodate WCH movements. It is considered there will be benefits to north/south movements, especially given improved traffic conditions.</p>         | N  |
|           | <p><b>Section C, Pennycomequick:</b> PIL ID 15 states that Pennycomequick to Tolcame Lane should be bridged over a ground level dual carriageway to avoid exposing properties to the visual and noise intrusion from a raised major road.</p> | <p>The dual carriageway is generally close to or below ground level through this section, with the Pennycomequick Lane diverted to the east under the dual carriageway within the adjacent valley feature.</p>  | N  |
|           | <p><b>PEIR:</b> PIL ID15 reports that the PEIR is long and difficult to follow.</p>   | <p>It is recognised that the PEIR is a detailed and technical document, although care was taken to keep it as concise and clear as possible. To assist with understanding, a non-technical summary of the PEIR was provided as a consultation document to summarise the key points of the PEIR in six pages.</p>  | N/A  |

| Consultee                                    | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|  |   | <p>The PEIR, its non-technical summary and all appendices/figures were available online and in hard copy at events and deposit points for the duration of consultation. At time of writing, the PEIR is still available online on the consultation webpage:<br/> <a href="https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/">https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/</a></p>   |  |
|  | <p><b>Mitigation:</b> PIL ID15 suggests a different route around Marazanvose on the grounds that it would be easier to mitigate impacts.</p>  | <p>The reasons for the preferred route south of Marazanvose are given in response to PIL ID56 and ID57.</p>  | N  |
| <p>PIL ID 16 and ID 154 [joint response]</p> | <p>Land access: It is advised that the new Chybucca slip road will close off the entrance to PIL ID16's farm. Confirmation is requested that the new entrance near the attenuation ponds off the B3284 will be built with tarmac or concrete, and avoid sharp corner in its design, in order to accommodate articulated vehicles. If it is single track, one or two passing spaces are requested.</p> | <p>The private means of access and the entrance from the B3284 have both been designed to retain access both during construction and operation of the new proposed A30 scheme.</p> <p>This private means of access includes two passing places. Ownership of private accesses will be passed over to the landowner with permanent rights retained in order to designate the new lane as a public right of way (as shown on the Public Rights of Way plans, Volume 2, Document Reference 2.5).</p> <p>The surfacing of the access will match the existing (likely to be made up of unbound material).</p> | Y  |
|  | <p><b>Section B, Chybucca east facing slip roads:</b> PIL ID16 queries the omission of east facing slip roads and states that more vehicle movements will be caused by westbound traffic for Truro, Shortlanesend, Allet, Callestick going to Chiverton Cross.</p>  | <p>Highways England's consideration of the provision of west facing only slip roads is given in response to Cornwall Council at 8-1 of this report.</p>  | N  |
|  | <p><b>Land access:</b> PIL ID16 advises that telephone cables run beneath Callestick Vean's fields.</p>   | <p>This has been designed into the utility diversion works that will take place as part of the scheme.</p>   | N  |

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| PIL ID 23 | <p><b>Section B, Chybucca east facing slip roads:</b> PIL ID23 states that the scheme can be improved by including an east facing slip road off Chybucca junction.</p>  | <p>Highways England's consideration of the provision of west facing only slip roads is given in response to Cornwall Council at 8-1 of this report.</p>  | N  |
| PIL ID 27 | <p><b>Hedge design:</b> PIL ID27 urges Highways England to construct all new boundaries between the new road corridor and adjoining land retained by the landowners and occupiers as Cornish stone and earth hedges, as far as practically possible, ideally to a height of around two metres.</p> <p>The landowner requests that hedges are fenced internally with posts, sheep netting and barbed wire to ensure that livestock does not damage the new hedges while they are establishing.</p> <p>When this is not possible, the respondent notes that timber posts and rails proposed by Highways England should be properly tantalised, and requests that Highways England shares the design suggestion with the respondent and other appropriate agents for their approval.</p> <p>The landowner states that it is important for livegrowth to be planted on the outside of fences to create hedges for wildlife and livestock shelter.</p> | <p>The visual impact on residential properties in this area have been considered in Chapter 7 of the Environmental Statement (Volume 6, Document Reference 6.2). Full details of the planting are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> <p>As a general principle, where Cornish hedgerows are proposed to be removed they will be replaced with a Cornish hedgerow which will be returned to the ownership of the landowner. Stock proof fencing will be provided where appropriate to protect the Cornish hedgerows from damage from livestock.</p> <p>Hedgerows will be incorporated to define new boundaries and tie into the existing field patterns. Cornish hedgerows are used where appropriate to the local character, some with grassed tops and others with hedge on top. Full details of the planting are provided in Volume 6, Document Ref 6.3, Figure 7.6 Environmental Master Plans.</p> <p>Stock proof fencing will be provided in front of Cornish hedgerows or where it forms the only border treatment. Exact specifications, including the materials used for posts and rails, will be provided during the construction of the scheme.</p> | Y  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p><b>Access to plot 54/1:</b> PIL ID27 seeks clarity over whether the existing track is to be acquired and if it is, notes that there does not appear to be any new track access provided.</p> <p>PIL ID27 requests that the track provided is properly surfaced so it is fit for use by agricultural machinery, and to be fenced on both sides. Gateways and gates must be provided from the access track into the fields, the exact position of which should be decided with PIL ID27, and the width of which should be 5m with the necessary posts, hanging and standard of gates.</p> | <p>The existing track will be acquired as part of the scheme to build the earthworks associated with the new A30.</p> <p>A new private means of access has been designed to retain access both during construction and operation of the new proposed A30 scheme. Ownership of the private access will be passed over to the landowner to reflect the existing situation. The surfacing of the access route will match the existing (likely to be made up of unbound material).</p> <p>Fencing and gates will be provided according to the landowner's needs. Details of this will be developed during the construction of the scheme.</p> | Y  |
|           | <p><b>Plot 51/1 water supply:</b> PIL ID27 states that spring water supply located in the north eastern corner of plot 54/1 should not be affected by the construction of the new road.</p>  | <p>It is confirmed that the scheme will not affect this spring.</p>   | N/A  |
|           | <p><b>Construction compound:</b> The provision of a Method Statement for the preparation of the construction compound, and the reinstatement of land following construction is requested by PIL ID27, as well as clarity on the location of the entrance into the compound.</p> <p>PIL ID27 asks that arrangements regarding the contractor's compound, including the approval of the Method Statement and the rental payment, are agreed well in advance of construction of the new road.</p>   | <p>PIL ID27's concern is noted. This will be confirmed in the contractor's detailed planning and programming activities. This will be detailed within the Construction Environmental Management Plan (CEMP) that will have to be prepared in consultation with Cornwall Council and submitted to and approved in writing by the Secretary of State.</p>   | N  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
| PIL ID 32 | <p><b>General comments:</b> PIL ID32 expresses support for the project but questions the necessity of crossing their fields and the scheme's proposed proximity to their property.</p> <p>PIL ID32 is of the opinion that a flyover will be less intrusive.</p> | <p>The new Chiverton junction location has been determined to provide a standard grade separated junction in accordance with the DMRB standards, whilst minimising the impact on local businesses, landowners, the World Heritage Site and to facilitate offline construction whilst maintaining the existing major road network and junction during construction.</p> <p>The proposed A30 consists of a flyover at Chiverton, with the junction sunk into a natural dip in the land.</p>  | N  |
|           | <p><b>Engagement with Highways England:</b> PIL ID32 reports a lack of coordination among consultants, stating that their questions remain unanswered.</p>  | <p>It is noted that the landowner feels that communication has not been satisfactory. Highways England has taken all comments received during consultation and engagement into account.</p> <p>A summary of meetings held with landowners from Preferred Route Announcement to submission of the application is contained in Appendix B of the Statement of Reasons (Volume 4, Document Reference 4.1)</p>   | N/A  |
|           | <p><b>Ecology:</b> PIL ID32 queries the effectiveness of wildlife crossings – in specific reference to the deer – and expresses doubt over whether wildlife will be adequately coordinated in terms of finding these crossings.</p>                             | <p>There are nine crossing points throughout the scheme suitable for deer.</p> <p>Highway standard badger and otter fencing (as recommended in the Design Manual for Roads and Bridges) is provided throughout the scheme on both sides, with otter fencing (suitable to exclude deer) provided 100 metres either side of crossing points to safely guide mammals to and from the crossing points. Full details of mitigation are provided in Chapter 8 of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Full details of the fencing and crossings are provided in Volume 6, Document Reference 6.3, Figure 7.6 Environmental Master Plans.</p> | N/A  |



| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           | <p><b>Compensation:</b> PIL ID32 suggests compensation for damage done by wildlife, should these crossings be inadequate.</p>   | <p>It is not expected that impacts of this nature will occur.</p>  | <p>N/A</p>                                       |
|           | <p><b>Road access:</b> PIL ID32 is concerned that they will not be able to turn either left or right out of their driveway.</p> <p>They also ask for clarification on the number of access points between the new and existing A30.</p> | <p>An access track has been provided from PIL ID 32's property to the realigned B3277. This has been designed so that standard visibility will be achieved at the entrance, ensuring safe entry and exit to and from their property.</p> <p>Access will be retained to and from the property throughout the construction of the scheme, details of which will be developed in the detailed design stage.</p> <p>There are three junctions between the proposed A30 and the existing A30, at Chiverton, Chybucca (west facing slip roads only) and Carland Cross.</p>   | <p>N</p>   |
|           | <p><b>Journey times:</b> PIL ID32 seeks clarification on journey times to and from Truro, both during and after scheme construction.</p>  | <p>Journey times are predicted to be longer during the construction period. On the A390 between Chiverton Cross and Treyew Road roundabout on the edge of Truro, journey times are predicted to be on average 8.5% longer in 2022 – the final year of construction.</p> <p>Following the completion of the scheme, traffic flows are forecast to reduce on the A390 to Truro from Chiverton Cross.</p> <p>A reduction in traffic flows will realise journey time savings on this route; by 2038 (15 years after the completion of the scheme) journey times will be 2m19s quicker westbound from Treyew Road roundabout to Chiverton Cross in the PM peak (15m12s compared to 17m31s).</p> | <p>N/A</p>                                       |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p><b>Construction:</b> PIL ID32 requests that the project considers light and noise pollution during construction.</p> <p>They also seek confirmation of how road users will be able to travel while works are underway. PIL ID32 seeks confirmation about whether work will occur at night.</p> | <p>In the morning peak, journey times will be 1m48s quicker eastbound into Truro with the scheme in place (13m38s compared to 15m26s).</p> <p>Light and noise pollution during construction is addressed in the Outline Construction Environmental Management Plan (CEMP), and traffic management during construction is outlined in the draft Traffic Management Plan, both of which are contained as appendices to the Environmental Statement (Volume 6, Document Reference 6.4, Appendix 16.1 and 2.1 respectively). Access to the property, and all local roads, will be maintained during construction.</p>   | N/A  |
| PIL ID 33 | <p><b>Section A, Chiverton junction:</b> PIL ID33 states that Chiverton Cross junction takes too much land and is too far from the existing junction, thus extending journey times. PIL ID33 states that petrol stations are being moved far from the junction.</p>                               | <p>The new Chiverton junction location has been determined to provide a standard grade separated junction in accordance with the DMRB, whilst minimising the impact on local businesses, landowners, the World Heritage Site and to facilitate offline construction whilst maintaining the existing major road network and junction during construction.</p> <p>Overall, the scheme provides journey time benefits compared to the scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form.</p> <p>The location of the junction is required to ensure the junction is of sufficient size to cope with the forecast traffic flows. The offline location of the junction also means that during construction the junction can be constructed and have minimal impact on the existing A30 and Chiverton junctions.</p> <p>The petrol stations will be further from the junction.</p> | N  |

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|           | <p><b>Traffic:</b> PIL ID33 raises concern that the new road will only add to traffic in Truro and Hayle.</p>   | <p>The traffic forecast models show an increase in traffic in Truro and Hayle as a result of development and background traffic growth, however this growth will occur with or without the scheme.</p> <p>The assessment of the scheme has been based on a forecast increase in trips. With the scheme in place there is a significant beneficial impact on the area of the scheme in reducing journey times and congestion on both the A30 and alternative routes.</p>  | N/A  |
|           | <p><b>Section B, Chybucca junction:</b> PIL ID33 raises concern that Chybucca junction will increase journey times on the existing A30 because the Truro to Perranporth traffic will hold up traffic on the roundabouts.</p>  | <p>Journey times on the existing A30 between Chiverton and Carland Cross will be between 30%-40% quicker with the scheme in place by 2038. Significant reductions of traffic on the existing A30 is expected, which will alleviate the current congestion problems.</p>  | N/A  |
|           | <p><b>Section B, Chybucca junction to Zelah:</b> PIL ID33 raises concern at the amount of existing land the scheme will take and calls for access at both ends of Zelah, east and west. There is also concern that replacing the old Tolgroggan Bridge will cause great disruption.</p> | <p>It is acknowledged that the scheme requires a significant amount of land. An Agricultural Impact Assessment (AIA) has been undertaken to quantify the scheme's land take both temporarily and permanently, describing any agreed mitigation.</p> <p>The AIA (Volume 6, Document Reference 6.4, Environmental Statement Appendix 12.5), assesses the impact of the scheme on land use and assesses impacts on individual farm units (plots) forming part of a farm holding, taking into account agricultural land quality and the likely impact on its functionality in terms of severance and access.</p> <p>One of the aims of the scheme is to retain as much of the existing road network as possible and retain north/south connectivity. This has been achieved by including four north/south crossings, as well as the three junctions. The</p> | N  |

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|           |   | <p>existing A30 will also be downgraded to a local road to retain local parallel and cross connectivity.</p> <p>Another aim of the scheme is to minimise disruption during construction, which is why the majority of the proposed A30 will be built offsite, leaving the existing A30 untouched. The construction methodology for replacing Tolgroggan Bridge will be further developed in the detailed design stage.</p> <p>From the buildability advice Highways England has received so far, it is likely that a small number of night closures of the existing A30 will be necessary.</p> |  |
|           | <p><b>Section B, Church Lane access:</b> PIL ID33 argues the Church Lane tunnel will create blind access to the new underpass. They state that a separate track with an end gate is needed to isolate it from Trevalso Farm track, and that a 5.3m high access tunnel able to accommodate lorries and large farm machinery is required for Trevalso lane.</p> | <p>The underpass at Church Lane is for pedestrians and cyclists only and will connect to the existing stepped access across the existing A30.</p> <p>The underpass at Trevalso has been designed to accommodate maximum legal articulated vehicles with a minimum height clearance of 5.3m.</p>  | N  |
|           | <p><b>Access:</b> PIL ID33 raises concern about their access to Zelah, Herver Lane and the A30 due to their loss of priority access to the existing A30. The landowner also notes that the 60 Acres Farm lane entrance is a blind spot and that Herver Lane should be downgraded but not be closed off.</p>   | <p>A new Trevalso Lane underpass crossing the proposed A30 will be provided to retain access to the existing A30 via the realigned Herver Lane.</p> <p>Herver Lane will be maintained and realigned to accommodate the new junction with Trevalso Lane and traffic volumes will significantly reduce as a result of improved access to the existing A30 available at the Boxheater Junction.</p>   | N  |
|           | <p><b>PEIR:</b> PIL ID33 makes a request for the PEIR to be summarised.</p>   | <p>It is recognised that the PEIR is a detailed and technical document, although care was taken to keep it as concise and clear as possible. To assist with understanding, a non-technical summary of the PEIR was provided as a consultation</p>  | N/A  |

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|           |  | <p>document to summarise the key points of the PEIR in six pages.</p> <p>The PEIR, its non-technical summary and all appendices/figures were available online and in hard copy at events and deposit points for the duration of consultation. At time of writing, these are available on the scheme consultation website: <a href="https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/">https://highwaysengland.citizenspace.com/he/a30-chiverton-cross-to-carland-cross-statutory-con/</a></p>   |  |
|           | <p><b>Mitigation:</b> PIL ID33 is concerned that proposed measures to mitigate increased light, noise and air pollution will be ineffective.</p> <p>Concern is also expressed about the loss of, and effect on, mature woodland, wildflowers and pastures, with specific concern about Trevalso Farm, which the respondent predicts will be badly affected because of the embankments behind the house and the removal of south-westerly woodland.</p> | <p>No road lighting is proposed on the main route, or at the junctions.</p> <p>The proposed scheme will result in the residence on this landholding experiencing an increase in noise and air pollution, as stated in the Environmental Statement (Chapters 11 and 5 respectively, Volume 6, Document Reference 6.2).</p> <p>Woodland and grassland planting is proposed around the realigned Trevalso lane leading into the underpass to mitigate loss of wildlife as a result of the scheme; this is shown on Figure 7.6 Environmental Master Plans (Volume 6, Document Reference 6.3).</p> | Y  |
|           | <p><b>The existing A30:</b> PIL ID33 requests that the existing A30 is maintained because of a lack of alternative for local traffic. PIL ID33 believes Boxheater junction will be unsuitable to take the traffic from Perranporth/Newquay, and argues that diverting Newquay traffic onto the existing A30 will therefore not reduce traffic.</p>   | <p>Proposals include the retention of the existing A30, although this will be downgraded and responsibility for its maintenance passed to Cornwall Council.</p> <p>At Boxheater junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening scheme. Highways England is proposing to fund minor improvements to the junction to improve safety, and is in</p>  | N/A  |

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|           |   | <p>discussion with Cornwall Council regarding the extent of these improvements.</p> <p>There are no proposals to improve Cubert junction or Scotland Road as these are not affected by the scheme.</p>  |  |
|           | <p><b>Construction:</b> PIL ID33 asks for consideration for those living in the farmhouse next to the Trevalso tunnel compound while construction takes place, noting that the field is old, irreplaceable permanent pasture.</p> | <p>A key requirement of the proposed scheme is to minimise disruption during construction.</p> <p>Highways England has incorporated buildability advice from a main works contractor in developing the Preliminary Design and this has included identifying the location of the construction compounds. As well as the main compounds at the eastern and western ends of the scheme, materials storage compounds will be located adjacent to structures required to enable construction.</p> <p>The proposed construction compound located at the Trevalso underpass is required to enable its construction. The size of the compound has been reduced after consultation with the landowner in question, in order to limit the impact on their farm.</p> <p>The final construction programme, including timelines for the construction of the Trevalso underpass, will be developed by the main contractor during the detailed design phase.</p> | N/A  |
|           | <p><b>Access and deliveries:</b> PIL ID33 raises concern that the new road provides little ability to access local roads for deliveries etc.</p>  | <p>Retaining a safe, accessible and fit-for-purpose side road network is a key requirement of the new scheme, particularly the north/south connectivity across the scheme. This has been achieved by including: three junctions at Chiverton (with the A390, A3075, B3277 and the existing A30), Chybuca (B3284) and Carland Cross (A39); four north/south crossings at Tresawsen, Trevalso, Tolgroggan and Pennycomequick; and</p>   | N/A  |

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|           |  | <p>four dedicated WCH crossings at Chiverton, Church Lane, Marazanvose and Newlyn Downs.</p> <p>The Chiverton WCH underpass and the use of the Marazanvose green over bridge by WCH has been provided in response feedback from the public and stakeholder consultation.</p> <p>The existing A30 has been retained parallel to the proposed A30 as a local route. This connects to the three junctions included in the proposed A30.</p> |  |
| PIL ID 39 | <p><b>Hedge design:</b> PIL ID39 urges Highways England to construct all new boundaries between the new road corridor and adjoining land retained by the landowners and occupiers as Cornish stone and earth hedges, as far as practically possible, ideally to a height of around two metres. The respondent requests that hedges are fenced internally with posts, sheep netting and barbed wire to ensure that livestock does not damage the new hedges while they are establishing.</p> <p>When this is not possible, landowner notes that timber posts and rails proposed by Highways England should be properly tantalised, and requests that Highways England shared the design suggestion with the respondent and other appropriate agents for their approval.</p> <p>The landowner states that it is important for livegrowth to be planted on the outside of fences to create hedges for wildlife and livestock shelter.</p> | <p>As a general principle, where Cornish hedgerows are proposed to be removed they will be replaced with a Cornish hedgerow which will be returned to the ownership of the landowner.</p> <p>Stock proof fencing will be provided where appropriate to protect the Cornish hedgerow from damage from livestock.</p>  | Y  |

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|           | <p><b>Hedge location:</b> The land to the south of the road that is remaining in PIL ID39's ownership will be divided by a hedge, creating an awkward shape which will be difficult to farm. The landowner requests the removal of this hedge.</p>  | <p>Removing hedges that are outside of the scheme boundary is not a reasonable mitigation measure. Doing this will impact on the pattern and character of the local landscape. Impacts of the scheme on businesses will be compensated in line with statutory guidance.</p>  | N  |
|           | <p><b>Land acquisition:</b> The new road passes through two fields to the east of Honeycombe Barn, St Allen. PIL ID39 argues that Highways England should acquire the northern severed section of one of these fields as this will be difficult to farm and access. It can instead be used for landscaping and will no longer require the construction of an access route.</p>  | <p>Since statutory consultation, the design has been changed to move Pond 14 to the field opposite; this has the effect of improving access and providing more area for agricultural working.</p>  | Y  |
|           | <p><b>Water supply:</b> PIL ID39 explains that the water supply to their land is via a separately metered mains supply from north of a junction on the proposed route. They therefore request that their water supply is properly culverted under the new road, and that the existing water trough be relocated as shown on a plan they enclose, by providing a new galvanised steel or concrete water trough on a concrete base.</p>             | <p>The existing mains water supply will either be ducted under the proposed A30, or an alternative will be provided.</p>   | Y  |
|           | <p><b>Construction compound:</b> PIL ID39 raises concerns that the contractor's compound will inhibit the existing gateway to the field opposite Honeycombe Barn are raised.</p> <p>New access to the field is requested, although the landowner wishes Highways England to note the different levels between road and field. A change to the shape and size of the compound is therefore recommended, especially considering the landowner's</p> | <p>The construction compound at this location is needed to enable the construction of the Pennycomequick underpass.</p> <p>The shape of the compound has been altered at the request of the landowner. Due to the level difference between the realigned lane and field, an alternative access will be provided.</p> <p>The exact design of this will be further developed at the detailed design stage.</p> | Y  |



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|                  | <p>concern about the proximity of this compound to their residential properties.</p> <p>Land to the east, owned by Cornwall Council and directly facing the A30, is suggested as a more appropriate location.</p>   |  |  |
|                  | <p><b>Engagement with Highways England:</b> PIL ID39 requests that the rental agreement is made in advance of construction, and a Method Statement describing the preparation and reinstatement of the compound area is prepared.</p>   | <p>A rental agreement will be considered as part of the ongoing negotiations.</p>  | <p>N/A</p>                                       |
| <p>PIL ID 41</p> | <p><b>The existing A30:</b> PIL ID41 raises concern about the speed of traffic on the existing A30 during peak times. PIL ID41 therefore requests speed limits throughout, and asks if cycle lanes and laybys could be included.</p>  | <p>Reduction in speed limits on the existing A30 are not being considered, although design measures to discourage high speeds will be introduced by Cornwall Council and funded by Highways England.</p>   | <p>N/A</p>                                       |
|                  | <p><b>Need for the scheme:</b> PIL ID41 states that the need for a new A30 is great and long overdue.</p>   | <p>The support for the scheme is noted.</p>  | <p>N/A</p>                                       |
| <p>PIL ID 42</p> | <p><b>Hedge design:</b> PIL ID42 urges Highways England to construct all new boundaries between the new road corridor and adjoining land retained by the landowners and occupiers as Cornish stone and earth hedges, as far as practically possible, ideally to a height of around two metres. The landowner requests that hedges are fenced internally with posts, sheep netting and barbed wire to ensure that livestock does not damage the new hedges while they are establishing.</p> <p>When this is not possible, landowner notes that timber posts and rails proposed by Highways England should be properly tantalised, and requests that Highways England shared the design suggestion with the respondent and appropriate agents for their approval.</p> | <p>As a general principle, where the removal of Cornish hedgerows are proposed, they will be replaced with a Cornish hedgerow and returned to the ownership of the landowner.</p> <p>Stock proof fencing will be provided where appropriate to protect the Cornish hedgerows from damage from livestock.</p> | <p>Y</p>   |

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|           | <p>The landowner states that it is important for livegrowth to be planted on the outside of fences to create hedges for wildlife and livestock shelter.</p>   |  |  |
|           | <p><b>Access during construction:</b> Citing a bridleway and track on attached plans, the PIL ID42 identifies a temporary access to their property during construction. The need for its suitability to carry agricultural machinery and lorries is stressed.</p> <p>However, the plans show this access passing through a contractor compound, which raises concern over whether this compound can include the access.</p> | <p>Temporary access will be provided from the Shortlanesend Road during construction of the new Tolgroggan access bridge. This will be suitable for agricultural machinery. This access will not be affected by the construction compound.</p>   | N  |
|           | <p><b>Construction compound:</b> PIL ID42 raises concern over the appropriateness of the field planned to accommodate the construction compound, which is sloping with a northerly aspect.</p> <p>A Method Statement describing the preparation, fencing and reinstatement of the compound area is requested, as is an agreement on rent payments prior to construction.</p>  | <p>Concern noted. This will be confirmed in the contractor's detailed planning and programming activities. This will be detailed within the Construction Environmental Management Plan that will have to be prepared in consultation with Cornwall Council and submitted to and approved in writing by the Secretary of State.</p> | N  |
|           | <p><b>Water supply:</b> Plot 40/2 is served by a spring which provides drinking water for cattle; the approximate location is cited on an attached plan. PIL ID42 requests arrangements for a water supply on this block of land. Furthermore, PIL ID42 requests that the drain is installed underground with a covering of topsoil of 1.2m minimum, and laying on gravel to act as a "French drain" is suggested.</p>      | <p>If the existing spring cannot be retained, then alternative water provision will be provided.</p> <p>The drainage outfall from the attenuation pond will consist of an underground pipe leading to the watercourse, so no "French drain" is needed.</p>   | Y  |

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|           | <p><b>Access to plot 40/1:</b> If cattle cannot be taken across the new road and over the bridge to access the field, PIL ID42 will need to transport them using a cattle lorry or trailer and the temporary access. In order to reload them and bring them back to the farm, the cattle will need to be gathered in a corral adjacent to the gateway into the field. It is therefore requested that Highways England constructs a corral inside the gateway of the field within Plot 40/1. This corral should be constructed using steel RSJ upright posts with “crash barrier” steel railings at the sides and a concrete floor.</p> | <p>The provision for a corral has been included in the list of accommodation works.</p>  | Y  |
| PIL ID 44 | <p><b>General comments:</b> Full support is expressed for the overall scheme and the consultation process, as is the hope that all concerns are heeded, to remove complications for all parties. Landowner 44 notes that construction of a new office building at Trevissome Park is nearing completion; approximately 240 new office workers will be based there from 1st May 2018.</p>   | <p>The support for the scheme and the consultation process is noted. Highways England has had regard to all responses received during consultation and engagement.</p> <p>The construction of a new office building at Trevissome Park is noted.</p>   | N/A  |
|           | <p><b>Section A:</b> Trevissome Park junction: PIL ID44 requests that the proposed junction to serve Trevissome Park off the current A30 is moved five metres towards the new Chiverton Cross Roundabout, thereby avoiding the need for any land acquisition. This is because it will be difficult for the landowner to receive consent from their lender.</p> <p>Should this junction become dangerous or difficult, PIL ID44 offers to seek planning permission at their own cost to build a new entrance on the straighter section of road further from the roundabout.</p>   | <p>The proposal for a junction to serve Trevissome Park on to the existing A30 has been discussed at meetings and is not proposed to be provided as part of the scheme.</p> <p>The junction of the access road to Trevissome Park has been adjusted and the red line boundary has been removed from the landholding.</p> | N/A  |

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|           | <p><b>Mature tree removal:</b> The area of the garden to be acquired is currently occupied by tall trees to the boundary fence, which will provide Trevisson House and Trevisson Park with excellent visual screening to the overall construction of the new roundabout. Concern is expressed that the removal of these mature trees will negatively impact on the tenants.</p>   | <p>The scheme has been amended in order that these trees will be retained. The landscape protection and mitigation planting is shown on the Environmental Masterplans (Volume 6, Document 6.3 Figure 7.6).</p>   | Y  |
|           | <p><b>Mitigation:</b> PIL ID44 supports the tree planting scheme proposed for the construction compound once construction is finished.</p>  | <p>The support for the tree planting scheme is noted.</p>  | N/A  |
|           | <p><b>The existing A30:</b> PIL ID44 suggests a cycle lane along the existing A30 to improve safety.</p> <p>PIL ID44 suggests provision of a bus service stopping along the existing A30, and is happy to contribute towards the cost of two bus shelters provided they are close enough to their property.</p>   | <p>Bus services and stops are a matter for Cornwall Council. The design does not change the location of existing bus stops.</p> <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers the impact of the scheme on cycling. Given the reduction in traffic on the existing A30, the provision of a dedicated cycle lane is not considered necessary.</p> | N/A  |
|           | <p><b>Construction compound:</b> The use of land opposite PIL ID44's land to temporarily house workers during construction is opposed, because workers' behaviour during the construction of the Goss Moor bypass caused a considerable impact to local residents.</p> <p>The respondent also wishes to inform Highways England that they are in negotiations with the landowner opposite to acquire this land, and are seeking an Option on this land.</p> | <p>The temporary construction compound is not proposed for use as onsite accommodation.</p> <p>It is noted that the landowner is seeking an option on land opposite that is not proposed to be acquired for the scheme.</p>  | N/A  |

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|                | <p><b>Consultation:</b> PIL ID44 wishes to work with the project team to resolve any technical and visual impact issues they may face as a result of being a close neighbour.</p>  | Highways England is committed to continued engagement with landowners and consultees.  | N/A  |
| PIL ID 56 & 57 | <p><b>Route selection:</b> PIL ID56 and ID57 submitted a 35-page response to the public consultation, expressing concern with the route selection. PIL ID56 and ID57 are concerned about the inadequacy of the scheme appraisal report (SAR) which they note had many contradictions, and did not consider advice from statutory consultees.</p> <p>They consider that more detailed assessments have exposed more issues, and the argument for a route that bypasses Marazanvose appears stronger now than at the preferred route announcement (PRA).</p> | Consideration of the preferred route is given in response to this landowner below.   | N  |
|                | <p><b>Vertical alignment:</b> PIL ID56 and ID57 raise concern that significant impacts on NFH and Marazanvose are predicted as a result of raising the roads in front of Marazanvose by three metres.</p> <p>PIL ID56 and ID57 raise specific concerns around visual impact, noise, living conditions, business impacts and cultural heritage.</p> <p>PIL ID56 and ID57 consider that maintaining the road's low position as set out in the PRA will achieve a much better result in terms of living standards, noise and visual impact.</p>               | <p>The green bridge at Marazanvose is adjacent to the access to the farm yard and the land holding and so is taken as the point for the comparison below. Plans published as part of the Preferred Route Announcement stated that the vertical alignment of the preferred route would be 2.2 metres below the existing level at this location.</p> <p>At consultation, the engineering and red line boundary plans showed a vertical alignment 0.6 metres below the existing level in this location.</p> <p>The scheme submitted for DCO has the vertical alignment at 1.2 metres below the existing level at this location, which was carried out in response to concerns raised at statutory consultation.</p> | Y  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|           |  | Specific concerns around visual impact, noise, living conditions, business impacts and cultural heritage are considered below.  |  |
|           | <p><b>Vertical alignment, route selection:</b> PIL ID56 and ID57 comment that the decision to bring the proposed route south of the existing A30 instead of to the north was largely based on the originally proposed low vertical alignment, but has now been raised. An assertion is made that this fundamentally undermines the selection process detailed in the SAR.</p> <p>They therefore request that the vertical alignment is returned to the level proposed in the preferred route announcement, or that the route be reassessed in comparison to the Northern route 7b.</p> | <p>The vertical alignment has been lowered following statutory consultation as explained above.</p> <p>Consideration of the preferred route is given in response to this landowner below.</p>   | Y  |
|           | <p><b>Vertical alignment, access:</b> PIL ID56 and ID57 are concerned the additional 24 metres of land take required by the green bridge, as a result of the raised vertical alignment, prevents access to their farmyard, shed and cattle handling area from the west. PIL ID56 and ID57 state that the localised mitigation measures to counter the effects of this change should not be considered to fully mitigate the effects of lifting the vertical alignment.</p>   | <p>The access to the green bridge has been amended following the lowering of the vertical alignment, and based on consultations with PIL ID 56 and 57. Access to the farmyard is less affected than the statutory consultation.</p>   | Y  |
|           | <p><b>Vertical alignment, noise:</b> PIL ID56 and ID57 state that the three-meter increase in vertical alignment significantly worsens the noise impact versus the PRA, and stresses that mitigation should be implemented to achieve the same results as the PRA.</p>   | <p>The mitigation measures introduced following statutory consultation and engagement with the landowner have resulted in operational noise levels with the proposed scheme not increasing for most areas of NFH venue, and the resulting noise levels in all locations being below the lower end of the appropriate external amenity criteria (applied to external amenity space) as discussed within Chapter 11 Noise and</p> | Y  |

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|           | <p>Questions are raised about whether the proposed localised mitigation is as effective as a lower vertical alignment, which continues the screening further west, and concerns are raised that the laybys will further reduce the effectiveness of screening.</p> | <p>Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>The design for the scheme includes a range of mitigation measures to reduce noise impacts during operation, including considering the vertical alignment of the road, using a low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise.</p> <p>At NFH, the road has been lowered further into the land than the design reported in the PEIR. This would provide greater mitigation against the impact of noise. Noise barriers would also be installed as required to reduce or remove significant noise effects.</p> <p>The use of vertical timber barriers to mitigate traffic noise impacts in this area, rather than the standard Cornish hedging, permits closer alignment to the road because they take up less land to install. The placement of noise screening closer to the road maximises its benefit i.e. the closer the screening is to the source of the noise the greater the noise reduction. These barriers would be located as close to the top edge of the proposed road cutting as practicably possible.</p> <p>Noise screening is most effective when dwellings are in close proximity to the noise barrier. At greater distances, the noise barrier becomes less effective resulting in diminishing beneficial impacts. For the NFH area, the noise barriers have been 'optimised' to provide maximum benefit from both barrier height and length. Any increase in either height or length would not result in any appreciable benefit in noise reduction beyond</p> |  |

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|           |   | what is proposed in the Environmental Statement (Volume 6, Document Reference 6.2).  |  |
|           | <p><b>Vertical alignment, mitigation;</b> PIL ID56 and ID57 raise concern that a 0.7 metre bund with a 1.8 metre Cornish hedgerow is insufficient for this new alignment. Instead, agreeing a false cutting plan is recommended in sensitive areas to mimic the proposed vertical alignment in the PRA, with 1.8m planted Cornish hedgerows on top.</p> <p>It is recommended that the scheme complements natural gradients, maintains current organic topsoil and ensures land can continue to be farmed in order to shield NFH, The Villa, Farmyard, Barns and footpath users from visual blight, noise and other impacts. The respondents also request that work on this should take place concurrently with associated works before the main scheme commences, in order for the false cutting to act as additional noise mitigation during construction.</p> | <p>The mitigation measures introduced following statutory consultation and engagement with the landowner have resulted in operational noise levels with the proposed scheme not increasing for most areas of NFH venue, and the resulting noise levels in all locations being below the lower end of the appropriate external amenity criteria discussed within Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Since statutory consultation, the vertical alignment in this area has been lowered, an embankment introduced around the green bridge, and further noise screening is proposed. This has reduced the significance of effects in terms of noise and landscape, as stated in the Environmental Statement (Chapters 7 and 11 respectively, Volume 6, Document Reference 6.2).</p> | Y  |
|           | <p><b>Vertical alignment, mitigation for NFH:</b><br/>Quoting Historic England's scoping consultation response, PIL ID56 and ID57 state that additional consideration should be given to improving the noise and visual impacts on the listed farmhouse, gardens and barns at NFH. The new vertical alignment has lifted the road in the most sensitive section of the farm, where it is overlooked by the listed house and gardens, and winds already amplify noise in this area.</p> <p>They note that providing noise mitigation to reduce the impact at the listed house and gardens significantly</p>  | <p>The mitigation measures introduced following statutory consultation and engagement with the landowner have resulted in operational noise levels with the proposed scheme not increasing for most areas of NFH venue, and the resulting noise levels in all locations being below the lower end of the appropriate external amenity criteria discussed within Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Noise barriers would be installed as required to reduce or remove significant noise effects at various locations where it is sustainable to do so, and where it is in accordance with</p>   | Y  |



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|           | improves the outcomes for NFH Villa, NFH and footpath users.   | <p>Government noise policy. The use of noise barriers is assessed against a number of factors, including engineering considerations, the response from stakeholder consultation, the benefit compared to cost, and other environmental impacts caused by the barriers.</p> <p>The use of vertical timber barriers to mitigate traffic noise impacts in this area, rather than the standard Cornish hedging, permits closer alignment to the road because they take up less land to install. The placement of noise screening closer to the road maximises the potential benefit that noise it can provide i.e. the closer the screening is to the source of the noise the greater the noise reduction. These barriers would be located as close to the top edge of the proposed road cutting as practicably possible.</p> <p>Noise screening is most effective when dwellings are in close proximity to the noise barrier. At greater distances, the noise barrier becomes less effective resulting in diminishing beneficial impacts. For the NFH area, the noise barriers have been 'optimised' to provide maximum benefit from both barrier height and length. Any increase in either height or length would not result in any appreciable benefit in noise reduction beyond what is proposed in the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>The proposed 3m high close boarded timber fencing and woodland planting would screen views of the proposed scheme and vehicles using it.</p> |  |
|           | <b>Section B, green bridge:</b> PIL ID56 and ID57 explain that if it is not possible for access to the green bridge to | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP,  | Y  |

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|           | <p>be moved north, a new farm yard, barn and cattle handling system will need to be constructed at a suitable location elsewhere on the farm with access to mains water and electric utilities. It is also noted that these essential mitigation measures will result in further loss of land.</p> <p>Alternatively, they suggest that access to the northern part of the farm should be via an alternative bridge connected to Marazanvose Lane, or the human access element of the bridge should be angled to the west, allowing more space between the bridge and the bungalow.</p> | Annex P) clarifies that the green bridge would provide for farm access and a bridleway along over the new and existing A30 to connect to C0178.  |  |
|           | <p><b>Introduction of laybys, mitigation:</b> PIL ID56 and ID57 strongly oppose the eastbound and westbound laybys at Marazanvose, due to specific concerns around the increased likelihood of fly tipping, overnight truck stops, security issues, greater land take, reduced efficacy of noise mitigation and visual blight for residents. Moving laybys away from noise sensitive areas and residences is recommended.</p>  | Following statutory consultation, the eastbound layby at Marazanvose has been moved by approximately 150m further west and the westbound layby by approximately 50m further west so that the laybys are no longer located directly opposite the properties in Marazanvose.   | Y  |
|           | <p><b>Introduction of laybys, mitigation.</b> As further mitigation for the laybys, PIL ID56 and ID57 recommend additional sound barriers immediately surrounding the laybys, CCTV to deter fly tipping and increase security, additional landscaping and increased bund size in Marazanvose to protect residents from visual blight.</p> <p>PIL ID56 and ID57 also assert that a false cutting plan to mimic the proposed vertical alignment in PRA with</p>  | <p>Following statutory consultation, the eastbound layby at Marazanvose has been moved by approximately 150m further west and the westbound layby by approximately 50m further west so that the laybys are no longer located directly opposite the properties in Marazanvose.</p> <p>The 3m high close boarded timber fence at the top of the cutting is designed to extend from the west end of the nearest Lay by at to the point at which the road goes into cutting east of the proposed green bridge.</p> | N/A  |

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|           | <p>1.8m planted Cornish hedgerow on top will be an essential measure to deter fly tipping over the hedge into fields, which will put animals at risk.</p> <p><b>Noise:</b> As a resident and business owner, noise is PIL ID56 and ID57's primary concern with regard to the proposed scheme.</p> <p>The Zelah bypass experiences slower traffic in busy times – this is believed to be quieter and safer for residents. By retaining the existing A30 with the dual carriageway directly adjacent to the south, Marazanvose residents will experience faster traffic on the local road in addition to the new dual carriageway in front of their houses.</p> <p>It is asserted that this is a far worse outcome than both roads being positioned further away to the north of the hamlet; it is requested that the new road should be re-routed to follow option 7b, which would provide a significant reduction in noise for all residents.</p> | <p>The mitigation measures introduced following statutory consultation and engagement with the landowner have resulted in operational noise levels with the proposed scheme not increasing for most areas of NFH venue, and the resulting noise levels in all locations being below the lower end of the appropriate external amenity criteria discussed within Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>With regard to the wedding venue itself, the proposed scheme, with mitigations included to reduce the impact of noise, would result in a small change in the amount of noise experienced. The likely increases and decreases around most of the venue would be less than 1dB. Details of this assessment are provided within Chapter 11 of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Elsewhere on NFH, there is some increase indicated in a small area between the wedding venue buildings. This is projected to be less than 3dB, a relatively small level of impact that would not meet the criterion for a potentially significant effect for a non-residential facility, which are identified within Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>With reference to the suggestion for re-routing the scheme, the route options underwent public consultation in 2016. As explained in the Scheme Assessment Report (Volume 7,</p> | N/A  |

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|           |  | Document Reference 7.6) and separate Route Selection Report (Volume 7, Document Reference 7.7), Highways England decided to progress with this route as it performed the best overall against overarching objectives and appraisal criteria. This is considered in response to this landowner below.  |  |
|           | <p><b>Route design, noise:</b> PIL ID56 and ID57 raise concern that negative impacts from increased levels of noise will affect multiple receptors at NFH, and there is strong objection to both the proximity of the road to the respondents' land, and the new level of the road from a noise perspective.</p>                       | <p>The mitigation measures introduced following statutory consultation and engagement with the landowner have resulted in operational noise levels with the proposed scheme not increasing for most areas of NFH venue, and the resulting noise levels in all locations being below the lower end of the appropriate external amenity criteria discussed within Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>With regard to the wedding venue itself, the proposed scheme, with mitigations included to reduce the impact of noise, would result in a small change in the amount of noise experienced. The likely increases and decreases around most of the venue would be less than 1dB. Details of this assessment are provided within Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N/A  |
|           | <p><b>Noise assessment:</b> PIL ID56 and ID57 challenge the conclusions of the PEIR based on questions raised around the validity of noise assessments made.</p> <p>PIL ID56 and ID57 convey that the base noise level reported is higher than is accurate, noting that this understates the potential increase in noise, misleads</p> | <p>The mitigation measures introduced following statutory consultation and engagement with the landowner have resulted in operational noise levels with the proposed scheme not increasing for most areas of NFH venue, and the resulting noise levels in all locations being below the lower end of the appropriate external amenity criteria discussed within Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p>   | N/A  |

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|           | <p>the examination and means the mitigation measures identified are insufficient.</p> <p>More specifically, they state that NFH's base level averages are higher than any previous noise survey ever conducted at the farm: regular noise surveys consistently calculate averages between 28-45db: a significantly lower measurement than is stated in the PEIR.</p> <p>Because of the 1992 Highways England road scheme, the respondents note that Marazanvose is now classed as a Noise Impact Area (NIA) – and request that target noise levels should therefore be at levels prior to the 1992 scheme.</p> <p>It is also noted that average base levels have not considered seasonal fluctuations; traffic is slower during summer months and the noise surveys were conducted during extreme weather in January. Further surveys conducted in summer months are requested.</p> <p>PIL ID56 and ID57 also challenge the accuracy of the PEIR's noise assessment on the grounds that it does not include them as a non-residential receptor in business impacts, whereas the respondents state that their property is a highly sensitive receptor vulnerable to noise and visual blight.</p> | <p>With regard to the wedding venue itself, the proposed scheme, with mitigations included to reduce the impact of noise, would result in a small change in the amount of noise experienced. The likely increases and decreases around most of the venue would be less than 1dB. Details of this assessment are provided within Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>A detailed noise assessment has been undertaken and is reported in Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2)</p> <p>The Environmental Statement was prepared in accordance with the Design Manual for Roads and Bridges (DMRB), HD213/11 which covers the various aspects of construction and operation of a highways scheme. Specifically, the assessment covers daytime and night-time periods using 'Calculation of Road Traffic Noise (CRTN) prediction modelling' for the scheme operation. The established methodology for CRTN is to use the Annual Average Weekday Traffic (AAWT) flows over an 18hr daytime period as an input to the noise model.</p> <p>The characteristics of the existing environment are also described in Chapter 11 Noise and Vibration of the Environmental Statement. The assessment was informed by sound level surveys that are presented within the Environmental Statement.</p> |  |

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|           |  | <p>It is important to note that whilst a measurement survey was undertaken at various locations along the route of the proposed new A30, as well as along the existing A30 corridor, it is not used to 'calibrate' the noise prediction model.</p> <p>The reason for this is explained in more detail below:<br/>DMRB HD 213/11 recommends that road traffic noise is calculated under the prediction method described in CRTN. The preferred method for determining noise levels from road traffic is by prediction rather than by measurement (CRTN, paragraph 3). There are several reasons why the prediction method is preferred. In particular, noise levels, although generally dominated by traffic noise, can be affected by non-traffic sources. Unless the extraneous noise from other sources is edited the results may lead to an over-estimation of traffic noise levels. However, there are occasions when it is necessary to resort to measurements (CRTN, paragraph 38).</p> <p>Paragraph 38 of CRTN states:<br/>When to measure<br/><i>(i) traffic conditions fall outside the range of validity of the Charts;</i><br/><i>or (ii) traffic or site layout conditions are sufficiently complex or unusual to make the use of standard traffic data unreasonable;</i><br/><i>or (iii) measurement provides a more economic method of determining the particular level of traffic noise.</i><br/><i>However, the highway authority shall use the prediction method unless in their opinion it is inappropriate to the circumstance of the case.</i></p> |  |

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|           |  | <p>This paragraph indicates that the prediction method should be used in all situations unless the traffic data is in some way unreliable or outside of the range of validity for CRTN. Traffic data for the A30 scheme is within the range of validity for CRTN and there is no reason to suggest that it is in anyway unreliable.</p> <p>Although prediction is the preferred approach to determine the baseline noise levels before scheme opening, a baseline noise survey is still recommended. HA 213/11 paragraph A7.1 notes that: 'A noise survey can assist with the understanding of the existing noise level and in explaining the noise climate of a particular area'.</p> <p>The baseline noise survey provides data on noise levels at a sample of locations to supplement the traffic noise predictions and to provide baseline data for the construction noise assessment. The survey is also considered important to determine if any parts of the study area are dominated by noise from sources other than traffic noise, in which case the prediction results would not accurately reflect noise levels in that area.</p> <p>However, HA 213/11 paragraph A7.16 explains that the measured baseline noise results may differ from the predicted results to some degree for a range of reasons, e.g. the presence of other short-term noise sources or due to meteorological conditions.</p> <p>'During the assessment process, measurements should not routinely be compared with calculations for the purpose of predicting changes in noise level. There is currently no</p> |   |

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|           |  | <p>methodology available to take account of the potential errors associated with comparing measurements with calculations, especially when the receptor is some distance from the noise source.'</p> <p>As noted, the predictive method is based on annual average traffic flows. Measured traffic noise levels are more prone to short-term variability in traffic which could give short term measured noise greater or less than the predictive method based on more typical long-term data. Using the road at standstill is not a realistic baseline.</p>  |   |
|           | <p><b>Noise sensitivity:</b> 'Banqueting hall' guidance was used to assess the upper limits at NFH Barns, which is challenged by PIL ID56 and ID57 on the grounds that NFH Barn is a wedding venue which requires a quiet environment if it is to remain competitive and avoid losses.</p> <p>PIL ID56 and ID57 report Saville's estimation that even a slight increase in noise could reduce the value of the venue by £1m through loss of profits based on forecasts that the business would break even.</p> <p>It is therefore stressed that the sensitivity of the business to noise should not be underestimated.</p> | <p>At the NFH wedding venue, the proposed scheme, with mitigations included to reduce the impact of noise, would result in a small change in the amount of noise experienced. The likely increases and decreases around most of the venue would be less than 1dB. Details of this assessment are provided within Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Internal noise levels, assuming a partially open window, would meet appropriate range for use as a ballroom/banqueting hall. The upper noise criterion is 40dB<sub>L</sub>A<sub>eq</sub> (BS8233), which is also the upper level for a domestic living room. It is also noted that the upper noise level for a restaurant is 55dB<sub>L</sub>A<sub>eq</sub>.</p> | N/A   |
|           | <p><b>Construction noise:</b> PIL ID56 and ID57 request a detailed agreement to mitigate construction noise at NFH. PIL ID56 and ID57 state that the northern route will minimise impacts on multiple receptors, and assessments of this route are requested.</p>  | <p>The control of noise and vibration, using Best Practical Means (BPM) is incorporated within the Construction Environmental Management Plan (CEMP) (Volume 6, Document Reference 6.4, Appendix 16.1).</p>  | N/A   |



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|           | <p>A series of specific mitigation measures for construction are also requested:</p> <ul style="list-style-type: none"> <li>• Temporary screening through the Marazanvose section to reduce noise and visual impacts.</li> <li>• Inclusion of pre-scheme associated works to offer shielding at the listed farmhouse and gardens, and the venue, in the planned schedule of works.</li> <li>• Works relating to the drainage pond to be moved from the wedding venue to reduce the temporary and mid-term impacts on the business. Works this close to the wedding venue are predicted to damage business for 18-24 months after completion, because prospective customers who view the venue during works are much less likely to book their wedding. Compensation for any loss of business as a direct result of the scheme is requested. It is recommended that Highways England seeks drainage solutions further from the site.</li> <li>• Compensation for any bookings coinciding with work on the drainage pond is also requested, because this will cause long-term damage to the venue's reputation.</li> </ul> | <p>This would include selection of quiet equipment, review of programme and methodology to consider quieter methods, appropriate location of equipment on site, control of working hours and the provision of acoustic enclosure screening where practicable. If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing.</p> <p>With reference to the assertion by PIL ID56 and 57 that the northern route would have minimised impacts, the route options underwent public consultation in 2016. As explained in the Scheme Assessment Report (Volume 7, Document Reference 7.6) and separate Route Selection Report (Volume 7, Document Reference 7.7), Highways England decided to progress with this route as it performed the best overall against overarching objectives and appraisal criteria.</p> <p>The drainage pond has moved further from the wedding venue in response to statutory consultation. Compensation for any reasonable loss associated with the construction of the road would be payable in accordance with the compensation code. Negotiations regarding this are ongoing.</p> |  |
|           | <p><b>Landscape and visual impact:</b> PIL ID56 and ID57 strongly oppose the routing of the scheme through the hamlet, particularly in light of the removal of two properties; nevertheless, drastic improvements are believed to be available. The option analysis reports</p>  | <p>Consideration of the preferred route is given in response to this landowner below.</p>   | N/A  |

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|           | that the five cottages in Marazanvose will be better off following the scheme, but PIL ID56 and ID57 cite the PEIR, which describes “long term, irreversible, adverse, residual visual effects as a result of the operation of the scheme.”  |   |  |
|           | <b>Removal of barrier:</b> The scheme brings the dual carriageway closer to all properties and removes the tall Cornish hedge on a bund, which shields the current A30 from view. PIL ID56 and ID57 report that this barrier is a requirement of the soil association, to reduce contamination on the landowner’s organic farm; a replacement is requested.                                  | As a principle, where Cornish hedgerows are removed as a result of the construction of the scheme they will be replaced with Cornish hedgerows. A Cornish hedgerow is provided from the end of the noise timber fencing to Tresawsen underpass on fields adjoining farmland.  | N/A  |
|           | <b>Landscape and visual, NFH Bungalow:</b> Because of the rise in vertical alignment and the proximity of the road, PIL ID56 and ID57 state that lorries will be clearly visible; this represents a significant decrease in living conditions. PIL ID56 and ID57 believe that mitigation or changes to the vertical alignment could have a very positive impact versus the current scenario. | Since statutory consultation, the vertical alignment has been lowered. This will minimise the view of HGVs when the new A30 is operational.   | Y  |
|           | <b>Landscape and visual, farmyard:</b> The farmyard, which is now directly adjacent to the scheme, will look down onto the scheme. PIL ID56 and ID57 believe that better mitigation or changes to the vertical alignment will transform this outcome.  | The visual impact on this receptor and others in this area have been considered in Chapter 7 of the Environmental Statement (Volume 6, Document Reference 6.2). As a result of the findings of the Landscape and Visual Impact Assessment reported in Chapter 7 Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) the landscape mitigation measures including substantial areas of woodland, hedgerow and tree planting have been included where appropriate to integrate the scheme into the landscape and screen views of the scheme where appropriate. Full details of | N/A  |

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|           |  | the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6)   |  |
|           | <p><b>Landscape and heritage impact, NFH:</b> Without maximum mitigation such as re-routing the road to the north of Marazanvose or returning the vertical alignment to the levels stated in the PRA, PIL ID56 and ID57 believe that the effects on the listed farmhouse, gardens and barns will be significant. They note that the view from the garden in PEIR table 7.3 was taken when the trees were in full leaf, but the wedding business is year-round and the garden is often in use when the trees are not in full leaf and therefore unable to shield the visual impact of the road. PIL ID56 and ID57 quote the Planning Inspectorate scoping opinion: “the applicant should provide clear and convincing justification for any loss or harm to designated heritage assets in line with requirements of the NNNPS (ref. paragraphs 5.131 to 5.133)”, and argue that the current scheme subjects the house and gardens to visual blight which constitutes as harm to their heritage asset.</p> | <p>The viewpoint photography has been taken and shown for summer and winter views. This is presented at Volume 6, Document 6.3 Figure 7.5.</p> <p>It is considered that the effect of the scheme on NFH and the attached wall (NHLE no. 1135510) will be moderate adverse in terms of the permanent effects from the construction of the scheme. This is due to the minor adverse impact from the proximity of the scheme to the asset on its significance, the lengthening of the historic entrance from the realigned existing A30 having a moderate adverse impact on the significance of the asset, and a neutral impact on the significance of the asset from the construction of the pond.</p> | N/A  |
|           | <p><b>Landscape and visual, NFH Barns:</b> Although much of the site faces east, PIL ID56 and ID57 highlight that the orchard and shop meadow are adjacent to and in clear view of the scheme. ID56 and ID57 highlight the issue of seasonal foliage and the year-round nature of the wedding business, while also stating that the current location of the drainage pond is in clear view of the wedding ceremony site, meaning closure of the business during the construction phase will be necessary.</p>  | <p>The seasonal effects of foliage loss have been considered in the assessment of landscape and visual effects. Both of the views described here benefit from heavy filtering by existing mature tree lines which would not be affected by the scheme. As a result of the findings of the Landscape and Visual Impact Assessment (Volume 6, Document Reference 6.2 Chapter 7) the landscape mitigation measures including substantial areas of woodland, hedgerow and tree planting have been included where appropriate to integrate the scheme into the landscape and screen views of the scheme where appropriate. Full details</p>   | N/A  |

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|           | <p><b>Landscape and visual, route design:</b> Landowners ID56 and ID57 state that the scheme should be re-routed to the north of Marazanvose using the corridor between the hamlet and Chyverton Park, because:</p> <ul style="list-style-type: none"> <li>• It would significantly reduce the visual impact on residents</li> <li>• The land rises northwards behind cottages therefore enabling only a small cutting to deliver visual mitigation for dwellings north of the village</li> <li>• Option 7b follows historic field boundaries and farm boundaries meaning the loss of land is shared in the farming community which minimises business impacts</li> <li>• Marazanvose's setting will be greatly improved, providing the foundations for further development in line with planning priorities.</li> </ul> | <p>of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6)</p> <p>Consideration of the preferred route is given in response to this landowner below.</p>  | N/A  |
|           | <p><b>Landscaping:</b> Landowners ID56 and ID57 state that considering the Grade II listed status of the farmhouse, gardens &amp; barns, measures should be taken to improve the setting and to compensate for the significantly reduced distance from the scheme. The implementation of landscaping to protect the setting of the listed buildings is requested, as well as replacing mature trees to act as a barrier for the organic farm and provide mitigation for barn owls, buzzards and other birds.</p>   | <p>As a result of the findings of the Landscape and Visual Impact Assessment reported in Chapter 7 Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) the landscape mitigation measures including substantial areas of woodland, hedgerow and tree planting have been included where appropriate to integrate the scheme into the landscape and screen views of the scheme where appropriate. Full details of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6)</p> | Y  |

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|           | <p><b>Cultural heritage:</b> Landowners ID56 and ID57 quote the legislation associated with listed buildings as stated in the PEIR, Historic England's scoping consultation response, and the Planning Inspectorate's scoping opinion to emphasise the need to avoid harm to, and, when possible, improve these assets.</p> <p>PIL ID56 and ID57 explain that Marazanvose is a historic 18<sup>th</sup> century hamlet comprising ten dwellings, stating that the 1992 Zelah bypass resulted in faster traffic through Marazanvose, which led it its NIA classification. They recall that all residents supported the scheme proposed in 2005, which planned the route to the north of the hamlet and converted the existing road into a cul-de-sac. They relate the story of NFH, a Grade II listed farmhouse and gardens held in their family since 1782, explaining that their offering is comparable to a National Trust establishment.</p> <p>They state that according to Highways England, a key reason for selecting route 7a over 7b, which followed the 2005 scheme more closely, was to protect the setting of the listed park at Chyverton. They note that no detailed impact assessment on cultural heritage assets and their settings have been undertaken, despite recommendations made by Historic England. They report that six dwellings in the hamlet have objected vocally to the route, two of which are the only dwellings being removed by the scheme, and another is the dwelling most affected by increased pollution.</p> | <p>As a result of the findings of the Landscape and Visual Impact Assessment (Volume 6, Document Reference 6.2, Chapter 7) the landscape mitigation measures including substantial areas of woodland, hedgerow and tree planting have been included where appropriate to integrate the scheme into the landscape and screen views of the scheme where appropriate. Full details of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6)</p> <p>Option 7A had a lesser impact on existing fields and boundary vegetation by maintaining a closer alignment to the existing A30. Option 7A resulted in the loss of one field and the reduction of 6 in size, compared to option 7B which would have severed eight fields and reduced the size of 1. By minimising harm to the landscape it is considered to accord better with the aims of National Policy Statement for National Networks (NPSNN) Paragraphs 4.28-4.35 and 5.143 to 5.161, which deal with good design and landscape.</p> <p>Option 7B involved the loss of woodland that is functionally part of Chyverton House and Grounds (a Grade II Listed Registered Park and Gardens), although not part of the park itself. This would have harmed the setting of the Registered Park and Garden, including a number of Listed Buildings within Chyverton Park itself. It would therefore be harder to justify using the provisions of NPSNN, Paragraph 5.132 and 5.133. Option 7A avoids this by its location south of the existing A30.</p> <p>Option 7A would impose on the setting of NFH, which includes a Grade II Listed Building. This property is a working farm as well as a wedding venue and it has been noted that the area remains tranquil even within close proximity to the existing</p> | N/A  |

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|           | <p>Landowners ID56 and ID57 strongly object to the route for the following reasons:</p> <ul style="list-style-type: none"> <li>• Damage to the setting of the Grade II listed farmhouse and gardens;</li> <li>• The proposed route's proximity to the property (150m) and its visibility from the listed farmhouse;</li> <li>• The removal of Grooms Cottage, which is linked to the farm historically and listed via curtilage;</li> <li>• The threat the proposed scheme poses to the viability of the NFH business;</li> <li>• The severance of the main farm from the fields to the north of Marazanvose and a cottage attached to the farm;</li> <li>• The destruction of several historic Cornish hedgerows and alters historic field patterns.</li> </ul> | <p>A30. It is considered that any harm can be justified by balancing the public benefits that would arise from the scheme (NPSNN, Paragraph 5.132). This takes into account necessity for the route to pass through the NFH and Marazanvose area, and lack of viable alternatives.</p> <p>Since statutory consultation, the following measures have been introduced regarding cultural heritage and landscape:</p> <ul style="list-style-type: none"> <li>•The removal of the red line boundary from the designated area of Chyverton Park reducing the effects on this designation when compared to option 7B further</li> <li>•The lowered vertical alignment from the design presented at statutory consultation, resulting in reduced visual and landscape impacts on the Grade 2 listed building</li> </ul> <p>The route options underwent public consultation in 2016. As explained in the Scheme Assessment Report (Volume 7, Document Reference 7.6) and separate Route Selection Report (Volume 7, Document Reference 7.7), Highways England decided to progress with this route as it performed the best overall against overarching objectives and appraisal criteria. There would be a further opportunity for individuals and organisations to challenge that decision during the planning process.</p> <p>The Cultural Heritage assessment presented in Chapter 6 – Cultural Heritage of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impact on NFH as moderate adverse, whereas the impact on Chyverton Park is assessed as neutral. This corroborates the weighting of the options assessment by avoiding harm to Chiverton Park.</p> |  |

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|           |   | Given these measures, and the conclusion of the Environmental Assessment, the conclusion that the preferred route is the best performing alternative is correct.   |  |
|           | <b>PEIR, cultural heritage assessment:</b> PIL ID56 and ID57 state that the PEIR omits mention of Grooms Cottage as an impact on cultural heritage (6.12.1) and highlight that this curtilage listed building is of historical significance.  | Chapter 6 – Cultural Heritage of the Environmental Statement (Volume 6 Document Ref 6.2) reports on any potential cultural heritage impact. It is assumed that Grooms Cottage refers to the derelict barn, which is not considered to listed by curtilage in relation to the NFH listing.  | N/A  |
|           | <b>Historic England:</b> PIL ID56 and ID57 strongly object to Highways England’s statement that ‘Historic England were supportive of the scheme moving south through Marazanvose on the grounds that it is misleading, because Nick Russell from Historic England subsequently stated in his response that “Historic England have advised that they are unable to comment on the route between Chyverton and NFH until they have seen a detailed assessment of all the options. This should have been conducted before a preferred route was selected”. | This objection is noted and references to Historic England’s support for the preferred route are not made in the up to date documents submitted as part of the DCO application.  | N/A  |
|           | <b>Cultural heritage, preservation:</b> PIL ID56 and ID57 believe that significant impacts on heritage assets could be reduced by routing the scheme to the north, using the corridor between Marazanvose and Chyverton Park.<br><br>Failing this, they consider that the vertical alignment should be returned to the levels outlined in the PRA with mitigation aiming to improve the setting of historic assets, residents, workers and guests. Additionally, they recommend that laybys should be moved away  | The route options underwent public consultation in 2016. As explained in the Scheme Assessment Report (Volume 7, Document Reference 7.6) and separate Route Selection Report (Volume 7, Document Reference 7.7), Highways England decided to progress with this route as it performed the best overall against overarching objectives and appraisal criteria. There would be a further opportunity for individuals and organisations to challenge that decision during the planning process. | Y – (laybys)                                     |

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|           | <p>from residential dwellings and concern about the severance of a hamlet is raised.</p>  | <p>Since statutory consultation, the design has been changed to relocate 2 laybys away from dwellings in Marazanvose and the vertical alignment has been lowered, as stated above.</p>  |  |
|           | <p><b>Cultural heritage, mitigation:</b> PIL ID56 and ID57 recommend the following mitigation:</p> <ul style="list-style-type: none"> <li>• Maximum mitigation is recommended for noise and visual impact; concern is expressed that planned mitigation is currently insufficient</li> <li>• All stone from stone hedges and buildings should be retained on the farm and used for ongoing maintenance and restoration because it originates from quarries on the farm. The respondents recommend agreeing a plan to arrange this with Natural England, Historic England and other appropriate local bodies</li> <li>• PIL ID56 and ID57 also request that any available land adjacent to the community water mill at NFH Barns be made available to NFH on first refusal, to reduce the land lost at NFH</li> <li>• Finally, they request that the complete Roman pot discovered is returned.</li> </ul> | <p>Highways England has carried out trial trenching in the area, which is a means of evaluating a site's archaeological potential, and which has informed Chapter 6 – Cultural Heritage of the Environmental Statement (Volume 6 Document Ref 6.2).</p> <p>Anything identified through this process would eventually be returned to the landowner as their possession, following the appropriate curation and recording.</p>            | N/A  |
|           | <p><b>People and communities, route selection:</b> PIL ID56 and ID57 reiterate that despite objections from residents and a viable alternative bypassing the hamlet, the preferred route now severs the Marazanvose community.</p> <p>PIL ID56 and ID57 object to the route on the grounds of safety because with less congestion, average speeds</p>   | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers community safety including existing and forecast accident rates.</p> <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) - with the scheme in place, the existing A30 would be much more attractive to walking, cycling and horse riding. The</p> | N/A  |



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|           | are likely to increase on the existing road, worsening already poor safety levels.   | <p>speed limit on the existing A30 would remain up to 60mph, however the traffic model forecasts traffic would be significantly reduced along the existing A30, with the potential for a substantial improvement in severance along the existing A30.</p> <p>With the existing A30 to be reclassified down from an A road, Highways England is committed to funding traffic measures to influence driver behaviour to discourage high speeds. With the reduction in traffic, the role of the existing A30 would therefore change if the scheme goes ahead, with reclassification and a significant reduction in traffic flows.</p> |  |
|           | <b>People and communities, route assessment:</b> PIL ID56 and ID57 raise concern over the initial assessment of alternatives, where option 7b is assessed as a better alternative for the community (SAR - 6.3 scheme alternatives). PIL ID56 and ID57 consider that the incorrect route was taken based on the assessment criteria in comparing 7a and 7b in Table 7-6, stating that not enough comparable detail is provided between options 7a and 7b to justify the chosen route. A reassessment is therefore requested. | The route options underwent public consultation in 2016. As explained in the Scheme Assessment Report (Volume 7, Document Reference 7.6) and separate Route Selection Report (Volume 7, Document Reference 7.7), Highways England decided to progress with this route as it performed the best overall against overarching objectives and appraisal criteria. There will be a further opportunity for individuals and organisations to challenge that decision during the planning process.  | N/A  |
|           | <b>People and communities, economy:</b> Marazanvose has seen a number of developments, supporting progressive tourism and restoration of historic buildings, and the PIL ID56 and ID57 report that 7,000 people travelled to Cornwall to visit NFH in 2017, bringing over £2m to the local economy. They believe that option 7b provides an opportunity to grow further and generate more for the local economy.   | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers impacts on tourism and recreation, land and property, including at NFH.</p> <p>There would be a further opportunity for individuals and organisations to challenge the Highways England decision to progress with this route during the planning process.</p>   | N/A  |
|           | <b>People and communities, PEIR:</b> PIL ID56 and ID57 note that the PEIR incorrectly describes the scheme as  | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers  | N/A  |

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|           | <p>'adjacent' to Marazanvose (2.6.6), making no mention of the five dwellings to the South. They state this goes against planning policy and the scheme aims.</p>  | <p>impacts on communities, land and property, and planning policy.</p>   |  |
|           | <p><b>People and communities, mitigation:</b> To ensure impacts do not exceed those stated in the options analysis within the SAR, PIL ID56 and ID57 request a Marazanvose Lane bridge to reconnect dwellings to the north and the south, or that access is provided across the green bridge at NFH. A traffic-calming scheme in Marazanvose is also requested to ensure safety is not reduced for residents.</p>  | <p>A bridleway would be provided across the green bridge to connect the lane adjacent to Marazan Farm and the footpath through NFH to the lane to the north (C0178).</p>   | Y  |
|           | <p><b>Demolition:</b> PIL ID56 and ID57 believe that removing a dwelling is contrary to the scheme objectives and current government policy, which identifies housing as a national priority.</p> <p>They request the route is reassessed to avoid the removal of an existing residential property and a potential residential dwelling (Grooms Cottage). Should this go ahead, they state that appropriate compensation should be sought.</p>                 | <p>As stated in the Planning Statement (Volume 7, Document Reference 7.1), the scheme and its objectives are in overall alignment with national policy, including the National Networks Policy Statement (NPSNN) and the first Road Investment Strategy (RIS1).</p> <p>Grooms Cottage is nor currently a dwelling being removed by the scheme.</p> <p>Property and land affected by the scheme is subject to compensation as per the terms of the relevant legislation: the Planning Act 2008 or the Compulsory Purchase Act 1965.</p> | N/A  |
|           | <p><b>Access:</b> PIL ID56 and ID57 express a strong objection to the removal of the access lane at NFH Villa and NFH, as the respondent's perspective is that access is crucial for functional access to fields on the other side of the A30. Furthermore, it is explained that historic access to the listed farmhouse is the landowners' only legal right of way. They argue that the proposed alternative is inadequate for the passage of large heavy</p> | <p>New access to the farm has been provided from the adjacent Marazanvose Lane and would be suitable for the large heavy goods vehicles as existing. Access to the bus stop on the existing A30 would be via the Bridleway over the new green bridge.</p>  | Y  |

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|           | <p>goods farm traffic, and removes highly used and strategic agricultural land. The design of a shorter and straighter access track through Shop Meadow from Marazanvose Lane is recommended, which will require the purchase of land from NFH. It is recommended that this exchange and construction of a new access should occur before the current existing access is removed. The respondents specify that planning permission for a dropped curb should be obtained by Highways England.</p> <p>Access to the bus stop has currently been removed for NFH Villa, NFH and Marazanvose farm.</p>  |  |  |
|           | <p><b>Business impact, route selection:</b> PIL ID56 and ID57 state that the preferred route significantly and permanently impacts four businesses: NFH Events, NFH farming, Marazan Farm Campsite and Nanteague Farm. PIL ID56 and ID57 believe that the impact of route 7b on the Chyverton park eventing area can be mitigated by a re-organisation of the course layout and the greater impact on fields is outweighed by the reduced impact on businesses. PIL ID56 and ID57 state that in a meeting held on 13 October 2017, Highways England agreed that Option 7B performs much better when business impacts are assessed in isolation, yet both the scheme assessment report and the letter dated 21 August 2017 contradict this statement.</p> | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers impacts on land and property.</p> <p>As explained in previous responses, Highways England decided to progress with this route as it performed the best overall against overarching objectives and appraisal criteria.</p> | N/A  |
|           | <p><b>Farm operations:</b> PIL ID56 and ID57 state strong objection to the compulsory purchase of strategically important organic land, which central to farm activity.</p>  | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers impacts on businesses, amenity, land and property, including NFH. Compensation for reasonable loss would be payable in accordance with the compensation code.</p>   | N/A  |

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|           | <p>They state the PEIR inaccurately describes NFH as a 'large organic farm' (2.6.6) when it is in fact small and severed into three parts due to previous Highways schemes, and any land loss is seriously detrimental to the viability of future farming operations.</p> <p>There is concern that any loss of business to the wedding and events venue will result in a loss of revenue for the farm.</p> <p>PIL ID56 and ID57 explain that restricted access from smaller and fewer fields to the covered yard will require an additional undercover cattle-feeding area. They request that landscaping and noise mitigation work in Shop Meadow is designed with NFH, to provide the right balance of visual and noise mitigation with remaining grazeable pasture and all organic topsoil preserved. Compensation or replacement of all lost strategic land adjacent to the farmyard is requested.</p> |   |  |
|           | <p><b>Route selection:</b> PIL ID56 and ID57 cite fundamental errors, contradicting statements and evidence that proper assessments were not undertaken, which in their opinion undermines the route selection process.</p> <p>They raised these issues in meetings with Highways England in July and October, and shared a revised table 7.6 on 3 November 2017; the landowners report that these matters have not been properly acknowledged or addressed.</p> <p>They state that flaws have been identified where information collected during the SAR or the PEIR</p>  | <p>It is noted that the landowners object to the route selection process and outcome.</p> <p>Highways England has engaged with the landowners throughout the development of the scheme, including responding via letter and in meetings relating to concerns raised relating to the preferred route selection. Details of negotiations with the all landowners is set out in Appendix B of the Statement of Reasons (Volume 4, Document Reference 4.1).</p> | N/A  |

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|           | <p>contradict the summary used in the route comparison. By applying assessment data, they judge as accurate, they affirm that the majority of pertinent issues support route 7B as the best performing option despite the slightly reduced land take and cheaper option of route 7A.</p> <p>Their rationale is built around the following criteria:</p> <p><u>Business impacts</u> - they reiterate the business impacts of route 7B, and the mitigation options for the Chyverton park eventing arena.</p> <p><u>Cultural heritage</u> - they explain that Chyverton Park and Garden is already well screened, is not affected by land take, and from an alignment perspective, the routes are too similar to make a difference to Chyverton Park. Without a detailed assessment of the historic environment and cultural heritage impacts of both options, they stress that the current basic level assessment is unfairly weighted in favour of Chyverton Park and Gardens.</p> <p><u>Visual</u> - the landowners argue that the most basic accurate assessment of visual impacts will have correctly assessed the northern route as better performing, and that the failure to do so is demonstration that the options analysis was severely flawed.</p> | <p>Details of the route assessment process are provided in the Scheme Assessment Report (Volume 7, Document Reference 7.6). The chosen option (Option 7A) was assessed to be the best performing alternative on 8 of 9 criteria. In terms of the matters raised regarding the proposed scheme (which further developed the preferred route of option 7A from the Scheme Assessment Report) rather than the disregarded route (option 7B from the Scheme Assessment Report), a response is provided below.</p> <p><u>Business impacts</u></p> <p>The Scheme Assessment Report (SAR) accurately states that option 7B would have severed more working fields than the preferred route. It is accepted that impacts on businesses due to noise, landscape and visual effects could be mitigated to acceptable levels for either option.</p> <p>Since statutory consultation, several measures have been introduced to reduce the impact of the scheme on the businesses of landowner ID 56&amp;57:</p> <ul style="list-style-type: none"> <li>• The vertical alignment of the road has been lowered from the design presented at statutory consultation, resulting in reduced noise impacts.</li> <li>• Further noise mitigation in the form of a 3m acoustic fence is proposed adjacent to the landholding. This would result in a reduction in the level of noise in the area of the wedding business from current levels.</li> <li>• The green bridge at Marazanvose has been altered to accommodate farm vehicles. This would facilitate</li> </ul> |  |

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|           | <p><u>Living conditions</u> – they claim the effects of the preferred route are misrepresented in analysis, which does not properly consider all dwellings. They argue that the SAR and PEIR incorrectly describe Marazanvose as an island should the scheme bypass to the north, but this relates to an alternative northern option – not option 7B.</p> <p><u>Noise</u> – they explain option 7B is further away from all properties within Marazanvose than option 7A, and that this option will see faster traffic on the existing A30. Furthermore, Highways England assessment framework tables state that option 7B would result in a decrease in noise at Marazanvose.</p> <p>The conclusion is that option 7A was incorrectly identified as the best performing alternative in each of these five criteria, meaning option 7B outperforms option 7A in six out of nine criteria. They concede that option 7B takes slightly more land and costs more, but argue that given the overall cost of the scheme and the return on investment by supporting the NFH business and Marazanvose community, this additional spend can be justified. They add that taking an additional 2ha of land should be seen as insignificant considering the benefits it brings and note that sharing the burden of land loss by several land owners should be seen as a positive, not a negative as it does in the option analysis.</p> <p>Landowners ID56 and ID57 state that there is still significant work to be undertaken to avoid unnecessary</p> | <p>access between the northern and southern fields of the farm business.</p> <ul style="list-style-type: none"> <li>• Access to the farmyard, adjacent to the green bridge, has been retained.</li> </ul> <p>Chapter 12 - People &amp; Communities (Volume 6, Document Reference 6.2) assesses that the direct and indirect effects of the scheme would cause a slight adverse impact on the business at NFH during construction and operation, which is not a significant impact.</p> <p><u>Cultural Heritage and visual impact</u></p> <p>The SAR assessed Option 7A as having a lesser impact on existing fields and boundary vegetation by maintaining a closer alignment to the existing A30. Option 7A resulted in the loss of one field and the reduction of six fields in size, compared to option 7B which would have severed eight fields and reduce the size of one field. By minimising harm to the historic field pattern, Option 7A was considered to accord better with the aims of NPSNN Paragraphs 4.28-4.35 and 5.143 to 5.161, which deal with good design and landscape and visual impacts.</p> <p>Option 7B (the discounted option) involved the loss of woodland that is functionally part of Chyverton Park (a Grade II Listed Registered Park and Gardens), although this is not within the boundary of the designation. This would have harmed the setting of the Registered Park and Garden, including a number of Listed Buildings within Chyverton Park itself. Option 7A (the chosen route) avoided Chyverton Park by its location south of the existing A30.</p> |  |

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|           | <p>losses in the area and to meet the scheme objectives. They question whether every possible alternative has been thoroughly explored, challenge the validity of the noise assessment, criticise the changes to the scheme since the preferred route announcement that will create significant issues for residents and businesses in Marazanvose, and reaffirm that the mitigation currently proposed is insufficient.</p> | <p>Since statutory consultation, the red line boundary has been removed from the designated area of Chyverton Park reducing the effects on this designation. Chapter 6 Cultural Heritage of the ES (Volume 6, Document Reference 6.2) has assessed the impact of the scheme on Chyverton Park and concludes that the permanent effect from construction would be neutral.</p> <p>Since statutory consultation, the vertical alignment of the road has been lowered, to reduce the landscape and visual impacts on NFH. Chapter 6 Cultural Heritage of the ES (Volume 6, Document Reference 6.2) has assessed the impact of the scheme on NFH (a Grade II Listed Building). The assessment has concluded that there would be a moderate adverse impact on NFH.</p> <p>Chapter 7 Landscape (Volume 6, Document Reference 6.2) has assessed the impact of the scheme on workers at NFH, residents at the Farm and recreational users of the footpath 319/16/1 through the farm. The construction and residual visual effects have been assessed as moderate adverse on the bungalow at NFH, recreational users of the footpath through the farm and on outdoor workers at NFH. Visual effects on residents in NFH farmhouse are not assessed as not significant.</p> <p>It is acknowledged that the scheme would result in some adverse impacts to the setting of designated heritage assets. Where possible, these impacts would be mitigated through appropriate screening. The Environmental Masterplan for this area (Sheet 10 of Figure 7.6, Document 6.3) provides substantial woodland planting and fencing to the south of the scheme to screen views from NFH.</p> |  |

| Consultee | Matters raised in response to consultation | Regard had to response under section 49 of the Act  | Matter relevant to a design change?<br>(Y/N or N/A) |
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|           |  | <p><u>Living conditions and Noise</u></p> <p>Appendix B of the SAR (Volume 7, Document Reference 7.6) states that Marazanvose would experience an overall decrease in noise as a result of option 7B. It is accepted that this is not reflected in table 7-6 of the SAR. Appendix B of the SAR (Volume 7, Document Reference 7.6) states that Marazanvose would have been likely to experience an increase in noise as a result of 7A. It is accepted that this is not reflected in table 7-6 of the SAR.</p> <p>Chapter 11 Noise of the Environmental Statement (Volume 6, Document Reference 6.2) concludes that properties at Marazanvose would experience a reduction in noise of 1-5 decibels as a result of the new A30 being further away and significantly less traffic on the existing A30.</p> <p>Other factors considered in the routing of the scheme were:</p> <ul style="list-style-type: none"> <li>• Utilities: Option 7B (the discounted option) would likely result in the relocation of pylons and reduced headroom between the electricity line and the highway. The scheme does not result in the need to relocate any pylons with appropriate headroom.</li> <li>• Land area acquired: The scheme requires 2 hectares less land than option 7B (the discounted option).</li> <li>• Cost: The most likely cost for the alignment of the proposed scheme (£291.4m) was assessed in the SAR as being ca. £10m cheaper than option 7B (£301.8m).</li> </ul> |   |



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|           |  | <p><u>Residential demolition</u></p> <p>The only criteria which the preferred scheme was assessed as not being the best performing alternative was 'residential demolition'. The proposed route requires the demolition of Marazanvose Barn and Groom's Cottage.</p> <p><u>Summary:</u></p> <p>Given the measures introduced since statutory consultation it is considered that the impacts on the businesses have been mitigated where possible.</p> <p>Taking into account the conclusions of the Environmental Statement (Volume 6, Document Reference 6.2), the principal residual effects relate to cultural heritage, landscape and noise. Mitigation has been designed to address these effects where possible. The mitigation that has been designed into the scheme is considered to be proportionate and appropriate to the level and range of environmental effects predicted.</p> <p>It is not considered that there are any adverse effects which would outweigh the benefits of the scheme.</p> |  |
|           | <p><b>The existing A30:</b> PIL ID56 and ID57 request traffic calming and speed restrictions both for safety and to encourage the use of the new A30. They also ask for signage for local businesses, and that pockets of land between the new and existing A30 are planted wherever possible to help mitigate environmental impact.</p> | <p>Reduction in speed limits on the existing A30 are not being considered, however design measures to influence driver behaviour to discourage high speeds would be introduced by Cornwall Council and funded by Highways England.</p>  | N/A  |
| PIL ID 58 | <p><b>Section A, Cornish hedgerow and fence installation:</b> PIL ID58 requests that Highways England constructs all new boundaries between the new road</p>   | <p>The existing Cornish Hedgerows are not proposed for removal on this landholding and land take has been reduced.</p>  | Y  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p>corridor and adjoining land retained by PIL ID58 with Cornish stone and earth hedges, as far as practically possible, ideally to a height of around two metres.</p> <p>PIL ID58 requests that hedges are fenced internally with posts, sheep netting and barbed wire to ensure that livestock does not damage the new hedges while they are being established.</p> |  |  |
| PIL ID 59 | <p><b>Principle of development:</b> Support is expressed for all aspects of the scheme, and is motivated by the recognition of the area's need for this scheme.</p> <p>However, impatience for construction to begin is expressed.</p>  | <p>The support for the scheme and the recognition of its need is noted.</p> <p>It is noted that the landowner would like construction to commence; Highways England expects to construction to begin in 2020 subject to development consent being granted.</p> | N/A  |
| PIL ID 62 | <p><b>Construction:</b> PIL ID62 requests that construction on the scheme starts as soon as possible.</p>   | <p>It is noted that the landowner would like construction to start as soon as possible.</p> <p>Subject to development consent being granted, Highways England expects construction to begin in 2020.</p>   | N  |
|           | <p><b>Statutory utilities, presence of gas pipes:</b> Annotations on detailed plans identify the presence of a mains gas line passing under PIL ID62's land adjacent to the proposed scheme.</p> <p>PIL ID62 suggests the sale of this land to Highways England, should this be necessary.</p>  | <p>The scheme does not impact with the gas main at this location, so no land is needed.</p>  | N/A  |
| PIL ID 65 | <p><b>Right of way:</b> PIL ID65 currently has legal right of way to the A30 over a track running through plot 24/1; to maintain their right of way, a new replacement trackway to the proposed A30 is requested.</p>   | <p>Highways England was notified of the right of way upon receipt of the land interest questionnaire.</p>  | N/A  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p>PIL ID 65 notes that the existence of the right of way was disclosed in their previously submitted Land Interest Questionnaire and was also raised in an email sent by PIL ID65 on 29 January.</p>  | <p>Highways England is committed to retaining 24-hour access to all properties and businesses affected by the scheme during construction and operation.</p> <p>Access requirements have been noted and access will be provided on a like-for-like basis, ensuring that these access points onto the local road network are adequately visible to meet Highways England safety standards.</p> <p>Detailed accommodation works plans will be developed during the detailed design stage.</p> |  |
| PIL ID 68 | <p><b>Existing A30:</b> Although support for the scheme is expressed, PIL ID68 raises concern that the existing A30 road will continue to be used by locals to avoid holiday traffic once the scheme is built.</p> <p>PIL ID68 requests information regarding priorities on the existing road once the scheme is built, stating that easy passage from Carland Cross to Perranporth ought to be prioritised.</p> | <p>The intention for this road is to ensure the route used by locals is not congested by holiday traffic – traffic modelling forecasts that traffic will be significantly reduced along the existing A30.</p> <p>Access from Carland Cross to Perranporth will be possible by using either the existing A30 to reach the B3284 and other local routes, or by accessing the B3285 via the B3277 from the new free flowing Chiverton junction.</p>   | N/A  |
|           | <p><b>Principle of development, implementation:</b> A degree of impatience for the scheme to be built is expressed; PIL ID68 asks that Highways England stop discussing the proposals and proceed with the scheme's construction.</p>  | <p>It is noted that the landowner would like construction to begin soon.</p> <p>Subject to development consent being granted, Highways England expects to construction to start in 2020.</p>   | N/A  |
| PIL ID 74 | <p><b>Section B, east facing slip roads at Chybucca:</b> PIL ID74 requests slip road access for eastbound traffic joining the proposed A30 at Chybucca junction, as well as an exit from the proposed A30 to the B3284 to Truro via Shortlanesend.</p>   | <p>This is considered in response to Cornwall Council in Table 8-1 of this report.</p>   | N  |

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|           | <p><b>Section B, Tolgroggan bridge:</b> PIL ID74 raises concerns over the negative visual impact the realigned Tolgroggan Bridge will have on their dwelling, and potential problems with the proposed ramp.</p> <p>PIL ID74 cites the following specific concerns:</p> <ul style="list-style-type: none"> <li>• The ramp, which the PIL ID74 states will align with their house, would dominate their view</li> <li>• The potential for traffic movement to be directed towards the house, impacting its occupants with the glare from car headlights</li> <li>• Potential risk to the safety of the house because of the tendency for cars to slip down the existing ramp in icy conditions, the potential new direction of traffic (towards the house), and the necessity in scheme proposals for the removal of the property's current protective tree screen</li> <li>• The proposed ramp would potentially act as a noise tunnel towards the property</li> <li>• PIL ID74 notes that the existing drainage system from Zelah Lane Farm and the neighbouring property currently takes water around the base of the ramp, and expresses concern that the new ramp will affect this.</li> </ul> | <p>The visual impact on this and other nearby properties has been considered in Chapter 7 of the Environmental Statement (Volume 6, Document 6.2), which concludes that the side road is unlikely to cause significant visual impacts on these properties.</p> <p>Much of the existing woodland planting will be kept, but to further address concerns regarding visual impact, the alignment of the Tolgroggan Farm access and new bridge will be screened from the property with existing vegetation and new woodland planting proposed next to the side road to integrate it into the landscape and views.</p> <p>Full details of the planting are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> <p>Noise modelling has confirmed a noise reduction at the property. This has been discussed and presented in site meetings with Highways England. The new access will be profiled to remove any drainage issues at the neighbouring property.</p> | Y  |

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|           | <p><b>Section B, noise impacts and mitigation at Zelah:</b> PIL ID74 expresses concern that the proposed A30 in Section B will bring traffic closer to their property, and that the reduction of the cutting side angle adjacent to their property will cause a significant increase in noise both towards the respondent's property and over the hill to the south.</p> <p>PIL ID74 requests more work to reduce noise by increasing the depth of road cuttings and the steepness of the sides, as well as increased separation between roads, more planting, and improved noise barriers.</p> | <p>While the alignment of the existing A30 is moving closer to properties in this area, the proposed alignment of the new A30 is further away from the properties at Zelah, and will carry the majority of the traffic. Additionally, the scheme will result in a reduction of traffic on the local road through Zelah.</p> <p>Although there will be an increase in noise for properties close to the new alignment at the western end of Zelah, the majority of properties in this community are within the areas that will either benefit or experience no change. Due to the minimal overall impact on properties, there are insufficient grounds to mitigate the small area of noise increase.</p> <p>More detail on the noise assessment undertaken for the scheme is provided in Chapter 11 of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N/A  |
|           | <p><b>Section C, Henvver Lane:</b> PIL ID74 requests that Zelah High Road is disconnected from Henvver Lane, and that both of these roads have separate access to the local road at the eastern end.</p> <p>PIL ID74 also suggests that Trevalso could connect to Henvver Lane without the local road connection, and rejects the proposed U-bend junction design.</p>  | <p>Henvver Lane will be maintained and realigned to accommodate the new junction with the realigned Trevalso Lane, according to the standards laid out in the DMRB. The new alignment will retain a tight horizontal curvature, as is currently the case, to restrict excessive speeds through this section.</p> <p>Highways England is committed to funding Cornwall Council to monitor traffic movements following the opening of the scheme, and will fund the closure of Henvver Lane (except for access) should there be a significant increase in traffic.</p> <p>The increase in traffic that would warrant the closure of this road is yet to be determined.</p>  | N  |

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|           | <p><b>Section C, Zelah rat-running:</b> PIL ID74 identifies the need for a significant separation between Hills Road at Shortlanesend and Goonhavern Road in order to avoid a staggered junction.</p> <p>It is suggested that this will help prevent rat-running on Zelah High Road.</p>  | <p>Since statutory consultation, the junction of “Hills Road” (C0089) has been moved to the west to create a full separation between this and the access to the existing A30 from the Tresawsen underpass.</p>   | Y  |
|           | <p><b>Section C, Church Lane underpass:</b> PIL ID74 requests an underpass beneath both the existing and proposed A30 at Church Lane because of current difficulties for WCH on the existing footpath, and the potential for vehicles to travel faster along this section once the road’s density is reduced.</p> <p>The need for drainage, utilities and fibre optics to cross the new road are also cited as reasons to install an underpass.</p>   | <p>An underpass will be provided under the new A30 to link to the existing A30 crossing, to accommodate WCH movements.</p> <p>It is considered there will be benefits to north/south movements given improved traffic conditions on the existing A30 (Volume 6, Document Ref 6.4, Appendix 16.1, Outline CEMP, Annex P Public Right of Way Management Plan)</p>  | N  |
|           | <p><b>Section C, Boxheater junction access:</b> PIL ID74 expresses access concern about traffic to Newquay around Boxheater, suggesting that the natural route will be from the Cubert side of the A30 through Fiddlers Green, and that this will reduce the amount of traffic travelling towards Boxheater on Scotland Road and Henvier Lane.</p> <p>Connecting Cubert and Boxheater to provide a good connecting road between Newquay and Truro is suggested by PIL ID74, as well as measures to reduce rat-running on Zelah High Road.</p> | <p>Results from the traffic model show that a limited amount of traffic does use the proposed route to Newquay through Fiddlers Green – approximately 30 vehicles at rush hour by 2038.</p> <p>However, the majority of traffic is predicted to travel via Scotland Road instead – 163 vehicles at rush hour by 2038.</p> <p>At Boxheater junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening scheme. Highways England is proposing to fund minor improvements to the junction to improve safety, and is in discussions with Cornwall Council regarding the extent of these improvements. There are no proposals to improve</p> | N  |

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|           |  | Cubert junction or Scotland Road as these are not affected by the scheme.   |  |
|           | <b>Section C, north/south connection:</b> Questions are raised over why the proposed route between Truro and Newquay takes traffic across Scotland road then back towards Boxheater, instead of using Scotland Road and Herver Lane as the direct route. | As a result of improved access to the existing A30 at the Boxheater junction, traffic is expected to use the better quality B3285 to access the existing A30, rather than the lower standard Herver Lane.   | N  |
|           | <b>PEIR:</b> PIL ID74 expresses concern that the PEIR document underestimates noise values.  | <p>The PEIR was a preliminary assessment based on the information available at that time. The Environmental Statement (Volume 6, Document Reference 6.2) has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB), HD213/11 which covers the various aspects of construction and operation of a highways scheme.</p> <p>Specifically, the assessment covers daytime and night-time periods using Calculation of Road Traffic Noise prediction modelling for the scheme operation. Local premises likely to be sensitive to changes were identified using Ordnance Survey address data supplemented by consultation responses and on-site observation. The characteristics of the existing environment are described in the noise and vibration chapter (Chapter 11) of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Construction and operational noise are assessed for day/evening/night depending on when it would be generated.</p> | N/A  |

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|           |   | <p>The effect of predicted changes in the noise environment on any noise sensitive premises and areas is addressed in Chapter 11 (Noise and Vibration) of the Environmental Statement (Volume 6, Document Reference 6.2).</p>  |  |
|           | <p><b>Construction impacts on Zelah and local road network:</b> During construction, PIL ID74 requests that Zelah Lane is a designated non-access route because of concern over potential damage to the structure of the respondent's property, following problems caused by vehicles and vibration equipment in previous construction work undertaken in the area.</p> | <p>Zelah Lane is not currently designated as a non-access route during construction as this is not considered necessary.</p> <p>Effects during construction will be managed by the Outline Construction Environment Management and draft Traffic Management Plan have been prepared and support the DCO application (Appendix 16.1 and 2.1 respectively Volume 6, Document Reference 6.4).</p> <p>The draft Traffic Management Plan identifies the key areas where the works impact on the existing A30 traffic flow with solutions to phase the construction works in such a way as to minimise the disruption and impact on the travelling public.</p> <p>Using Best Practical Means (BPM), the control of noise and vibration, is also incorporated within the Outline CEMP (Volume 6, Document Reference 6.4). This will include the selection of quiet equipment, a review of programme and methodology to consider quieter methods, placing onsite equipment in appropriate locations, controlled working hours and the provision of acoustic enclosure screening where practicable.</p> <p>If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the CEMP, the</p> | N/A  |



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|           |  | main contractors may offer noise insulation or ultimately temporary re-housing.  |  |
|           | <p><b>Principle of development, implementation:</b> A degree of impatience for the scheme to be built is expressed; PIL ID74 asks that Highways England stop discussing the proposals and proceed with the scheme's construction.</p>  | It is noted that the landowner would like construction to begin soon. Subject to development consent being granted, Highways England expects to construction to start in 2020.   | N/A  |
|           | <p><b>Consultation with Highways England:</b> PIL ID74 requests a discussion with Highways England around increased detail on the design of the new Tolgroggan Bridge.</p>   | Highways England has engaged with the PIL regarding the design of the proposed Tolgroggan Bridge. The bridge is of the same specification as the one it is replacing and comments regarding screening have been taken into account.                              | N/A  |
| PIL ID 76 | <p><b>Section B, the green bridge at Marazanvose:</b> PIL ID76 requests that the construction programme accommodates the equestrian activities that occur on the site of the proposed green bridge between mid-March and the end of October, by scheduling its construction for between November and mid-March.</p> <p>If the bridge is built outside of the window between April and October, there is concern that the landowner's equestrian activities will not be able to take place, which would result in significant financial loss.</p> | The construction programme has not been confirmed, but it is likely that the green bridge at Marazanvose will be constructed in the summer months. Compensation is considered on a case-by-case basis in line with the compensation code for compulsory purchase | N  |
| PIL ID 78 | <p><b>Section B, Chybuca:</b> PIL ID78 stresses the need for access from their farm buildings at Chybuca to their main holding at Allet, via B3284. A new opening from the current gateway to the new road layout is suggested, using the existing road and maintaining the existing hedges. A new junction onto the proposed new road is also proposed.</p>   | A private access track to the B3284 from the farm buildings has been included as part of the scheme. The field boundary will be replaced with a Cornish Hedgerow.  | Y  |

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| PIL ID 81 | <p><b>Section B, relocation of laybys in Marazanvose:</b> PIL ID81 raises security concerns relating to the positioning of proposed new A30 laybys. PIL ID81 notes the year-round tendency of HGV drivers, and the seasonal tendency of tourists to stop in laybys, sometimes overnight.</p> <p>PIL ID81 also cites privacy concerns for Marazanvose residents due to the height of HGVs in the layby, and requests for the proposed laybys to be moved away from residential areas.</p>                    | <p>Following statutory consultation feedback, the eastbound layby at Marazanvose has been moved by approximately 150m further west and the westbound layby approximately 50m further west so that the laybys are no longer located directly opposite the properties in Marazanvose.</p> <p>Laybys are required along major roads and highways to provide safe stopping places for road users. The location and spacing of laybys is in accordance with the DMRB design standards.</p> | Y  |
|           | <p><b>Declassification of the existing A30:</b> PIL ID81 requests that the existing A30 be declassified so that speed limits on the road can be established, particularly through residential areas such as Marazanvose.</p>  | <p>The existing A30 will be downgraded and returned to Cornwall Council for operation and maintenance. Reductions in speed limits on the existing A30 are not being considered, although design measures to influence driver behaviour in order to discourage high speeds will be introduced by Cornwall Council and funded by Highways England.</p>  | N/A  |
| PIL ID 87 | <p><b>Section B, Marazanvose:</b> PIL ID87 states that the proposed route design, which passes through Marazanvose and requires a local house to be demolished, could constitute the basis for a court case against the proposal.</p> <p>A solution of moving the proposed route 50-100 metres north to avoid Marazanvose is proposed.</p> <p>The proposed removal of the entrance to NFH and NFH Villa is also noted as a serious concern; PIL ID87 asks how Highways England intends to resolve this.</p> | <p>The preferred route selection is considered in response to PIL ID56 and ID57.</p> <p>Full details of the route assessment process are provided in the Scheme Assessment Report (Volume 7, Document Reference 7.6) and the Route Selection Report (Volume 7, Document Reference 7.7).</p> <p>Since statutory consultation, the design of the scheme around NFH has been amended to retain access to the farm yard and fields to the north.</p>                                      | N  |

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|           |   | Highways England has engaged with the affected landowner, and is in the process of negotiating the purchase of the residence to be demolished.  |  |
|           | <b>Section B, noise mitigation:</b> PIL ID87 requests further information on the proposed sound barriers.   | In this area, three metre timber noise barriers are proposed from beyond the layby to the west of the farm, to a point west of the farmyard.  | N/A  |
| PIL ID 88 | <p><b>Section B, route selection:</b> PIL ID88 is concerned that the proposed southern route from the hill east of Marazanvose (in place of the originally selected northern route) could threaten Marazanvose as a viable home for residents in this section, as well as threatening the catering business at NFH.</p> <p>PIL ID88 notes that under the southern route proposals, one home would be only yards away from the new road.</p> <p>The respondent asks why the proposed southern route was chosen, noting that the northern route is straighter, and would impact fewer homes and businesses.</p> | <p>The preferred route selection is considered in response to PIL ID56 &amp; 57. Full details of the route assessment process are provided in the Scheme Assessment Report (Volume 7, Document Reference 7.6) and the Route Selection Report (Volume 7, Document Reference 7.7).</p> <p>Following statutory consultation, the road height in this area has been lowered to reduce noise impacts on Marazanvose and the NFH and venue business.</p> <p>Further mitigation is also proposed in the vicinity of the business, leading to an overall reduction in noise from the existing conditions.</p> | Y  |
| PIL ID 91 | <b>Land acquisition (CPO):</b> Current proposals will require the compulsory purchase of part of PIL ID91's land. In citation of an attached plan of the relevant section of road, PIL ID91 requests that the route design be amended to remove the necessity of acquiring this land.   | The red line boundary has been amended to remove PIL ID91 from the proposed land take for the scheme.   | Y  |
| PIL ID92  | <b>Principle of Development:</b> PIL ID92 expresses general support for the scheme due to the alleviation of congestion at major junctions.   | It is noted that PIL ID92 generally supports and recognises the need for the scheme with regard to alleviating existing congestion issues.  | N  |

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|           | <p><b>Section B, Chybucca junction – east facing slip roads:</b> PIL ID92 is concerned that estimates and calculations used to justify the lack of east facing slip roads within proposals have not considered alternative routes to Truro via the B3284 such as Tresawsen and Zelah West.</p> <p>Concerns are expressed that the blocking of Tresawsen and Zelah West routes to Truro via B3284 will inadvertently cause additional congestion at Chiverton and Carland Cross junctions.</p> <p>PIL ID92 notes that limited access to Truro via the B3284 will deter usage of three main car parks in Truro: Truro Viaduct, High Cross and Old Bridge Street.</p> <p>Suggestion raised that construction of east facing slip roads during the initial construction would be cost effective in comparison to retrospective development.</p> | <p>Consideration of east facing slip roads is provided in response to Cornwall Council at Table 8-1 of this report.</p> <p>Access to Truro through Tresawsen and Zelah West are retained from the existing A30 through the Tresawsen and Two Barrows underpasses under the new A30.</p> <p>Impacts on the use of car parks in Truro is not expected as a result of the scheme.</p> <p>It is not expected that retrospective construction of east facing slip roads will be required.</p>                     | N  |
|           | <p><b>Existing A30 usage:</b> PIL ID92 is concerned that access to Truro using the existing A30 will be inhibited due to increased congestion as a result the downgrade to its new status of a local road.</p>  | <p>The impact of the scheme will significantly reduce the amount of traffic on the local road network as vehicles usage moves to the new A30.</p> <p>The impact of the scheme on the local road network has been assessed and considered within section 7.3 of the Transport Report (Volume 7, Document Reference 7.4).</p> <p>This means access to Truro will not be inhibited in general, though it is accepted that the route through Shortlanesend is forecast to experience an increase in traffic.</p> | N/A  |

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|           | <p><b>Section A, Congestion at Chiverton Cross:</b> PIL ID92 is concerned that development and increased local population construction in Perranporth and Shortlanesend will lead to congestion at Chiverton junction if east facing slip roads are not provided at Chybucca junction.</p> <p>Further concerns are expressed that local businesses' lack of access to the new A30 due to the non-provision of east facing slip roads will cause economic detriment and additional distances.</p> | <p>The traffic forecasts for the scheme have been developed in line with established Department for Transport methodology (known as WebTAG), using the latest Road Traffic Forecasts (RTF) and the National Trip End Model (TEMPRO) to provide overall traffic growth for Cornwall as a region.</p> <p>In addition, information has been sourced from the Cornwall Council Local Development Plan about current and future development in the vicinity of the Truro, Newquay, Redruth and Camborne areas. This information is included in the traffic forecast model to take account of expected development. Further details of the methodology applied to develop these forecast scenarios is provided in the Transport Report (Volume 7, Document Reference 7.4).</p> <p>Finally, different scenarios of future growth in Cornwall have been undertaken, including low and high growth, in order to understand their potential impacts in comparison to what is currently expected (the 'core growth' scenario). This is in accordance with the established WebTAG methodology.</p> <p>Consideration of east facing slip roads is provided in response to Cornwall Council at Table 8-1 of this report.</p> | N/A  |
|           | <p><b>National Policy Statement for National Networks:</b> PIL ID92 is concerned that the impacts of not providing east facing slip roads have been inadequately considered and that local businesses will be isolated from markets.</p> <p>Concerns were further raised that development may result in the severance of communities, accessibility</p>  | <p>National Policy Statement for National Networks (NPSNN) (paragraph 2.24) states that "The Government's policy on development of the Strategic Road Network is not that of predicting traffic growth and then providing for that growth regardless. Individual schemes will be brought forward to tackle specific issues, including those of safety, rather than to meet unconstrained traffic growth (i.e. 'predict and provide')."</p>   | N  |

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|-----------|---|--|--|
|           | <p>and functionality. PIL ID92 believes that consideration to traffic figures only is insufficient, stating that <i>“In that context the decision is flawed and infected with illegality”</i>.</p>  | <p>The potential introduction of east facing slip roads has been reviewed following both non-statutory and statutory consultation, and the decision to provide west facing slip roads only at Chybucca is still supported.</p> <p>Given that future demand is predicted by traffic modelling to be low, east facing slip roads will not address the specific issues of congestion, safety, network reliability and capacity on the existing A30.</p>   |  |
|           | <p><b>Unsustainable development:</b> PIL ID92 believes that regard has not been given to sustainable development as defined in paragraphs 7-10 of the NPPF and Resolution 42/187 of the United Nations General Assembly.</p> <p>PIL ID92 notes that the economic impacts on local businesses have not been adequately considered.</p> | <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers commercial property and businesses. Access arrangements will be maintained during construction to all identified commercial property and businesses.</p> <p>Through scheme design, appropriate access will continue to be provided.</p> <p>The commercial properties and businesses identified within the study area are not considered to be particularly sensitive to amenity changes, which are more relevant to tourism facilities and certain sensitive businesses that rely on these surroundings.</p> <p>It is however considered that once operational, the scheme will bring accessibility benefits to many of the existing businesses. Although some will experience reduced accessibility, the benefit to journey times and reliability by virtue of the improved travel conditions will offset this impact.</p> | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           |   | <p>It should also be noted that those premises not only serve A30 users but the local communities and visitors accessing their services via local roads. As such, commercial properties and businesses are expected to experience a slight benefit as a result of the scheme, once it is operational.</p> <p>As the scheme provides an overall economic benefit, it is not considered to conflict with sustainable development policies contained in the NPPF, NPSNN or other sustainable development policies.</p>  |  |
|           | <p><b>Section B, east facing slip roads at Chybucca junction:</b> PIL ID92 expresses concern that not providing east facing slip roads at Chybucca will inadvertently cause additional congestion at Chiverton and Carland Cross junctions as well as the A39 and A390 routes into Truro.</p> <p>PIL ID92 notes that a suppressed demand for the Chybucca junction exists due to poor manoeuvrability and junction layout.</p> <p>Concerns noted that demand for east facing slip roads is greater than west facing slip roads. PIL ID92 suggests that demand for east facing slip roads is greater than for west facing slip road, stating that the only time demand for west facing slip roads is higher than for east facing slip roads is between 17:00 and 18:00; and that from the hours of 07:00-19:00 are net loss of 940 vehicles travelling eastbound between Zelah Hill and Chybucca, demonstrating the need to maintain an east facing slip on the new A30.</p> | <p>The decision not to provide east facing slip roads is considered in response to the matters raised by Cornwall Council in Table 8-1 of this report. of this report.</p> <p>A detailed modelling assessment of the proposed Chiverton junction (using Junctions 9 software) shows there is sufficient highway capacity to meet the forecast demand in 2038.</p> <p>The assessment shows the new Chiverton design will significantly reduce queues compared to a scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form. Suppressed demand has been considered as part of the variable demand assessment of the scheme.</p> <p>The assertion that the demand for east facing slip roads is greater than west facing slip roads in any scenario is not supported by the transport model, which shows:</p> <p>Daily movements</p> <ul style="list-style-type: none"> <li>An east facing on-slip will have 528 movements a day</li> </ul> | N  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           |  | <ul style="list-style-type: none"> <li>• An east facing off-slip will have 1,236 movements a day</li> <li>• A west facing on slip is expected to have 4,799 movements a day</li> <li>• A west facing off slip is expected to have 6,523 movements a day</li> </ul> <p>In the AM peak:</p> <ul style="list-style-type: none"> <li>• An east facing on slip will have 78 movements</li> <li>• An east facing off-slip will have 17 movements</li> <li>• A west facing on slip is expected to have 248 movements</li> <li>• A west facing off slip is expected to have 622 movements</li> </ul> <p>In the PM peak:</p> <ul style="list-style-type: none"> <li>• An east facing on slip will have 78 movements</li> <li>• An east facing off-slip will have 17 movements</li> <li>• A west facing on slip is expected to have 411 movements</li> <li>• A west facing off slip is expected to have 491 movements</li> </ul> |  |
| PIL ID 93 | <p><b>National Policy Statement for National Networks:</b><br/>PIL ID93 is concerned that the impacts of not providing east facing slip roads have been inadequately considered and that local businesses will be isolated from markets.</p> <p>Concerns are raised that development may result in the severance of communities, accessibility and</p> | This issue is considered in response to matters raised by PIL ID92 within this table.  | N/A  |



| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           | <p>functionality. PIL ID93 believes that consideration to traffic figures only and states that <i>"In that context the decision is flawed and infected with illegality"</i>.</p>   |  |  |
|           | <p><b>Unsustainable development:</b> PIL ID93 believes that regard has not been given to sustainable development, as defined in paragraphs 7-10 of the NPPF and Resolution 42/187 of the United Nations General Assembly. PIL ID93 notes that the economic impacts on local businesses have not been adequately considered.</p>  | <p>This issue is considered in response to matters raised by PIL ID92 within this table.</p> | <p>N/A</p>                                       |
|           | <p><b>Section B, east facing slip roads at Chybucca junction:</b> PIL ID93 expresses concerns that not providing east facing slip roads at Chybucca will inadvertently cause additional congestion at Chiverton and Carland Cross junctions as well as the A39 and A390 routes into Truro.</p> <p>PIL ID93 notes that a suppressed demand for the Chybucca junction exists due to poor manoeuvrability and junction layout.</p> <p>PIL ID93 suggests that demand for east facing slip roads is greater than for west facing slip road, stating that the only time demand for west facing slip roads is higher than for east facing slip roads is between 17:00 and 18:00; and that from the hours of 07:00-19:00 are net loss of 940 vehicles travelling eastbound between Zelah Hill and Chybucca, demonstrating the need to maintain an east facing slip on the new A30.</p> | <p>This issue is considered in response to matters raised by PIL ID92 within this table.</p> | <p>N</p>   |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
| PIL ID94  | <p><b>Local road network – Rat running through Callestick:</b> Concern is raised that the new junction proposed at Tresawsen will create a shortcut between Perranzabuloe and Allet Common, leading to an additional rat running through Callestick.</p> <p>The respondent suggests removing the Tresawsen underpass, implementing east facing slip roads on Chybucca junction, and relocating the bus stop to the Tresawsen junction.</p>  | <p>The traffic modelling used to assess the impacts of the scheme shows that there is an overall reduction in traffic flows on the local road network around the A30 as a result of the scheme.</p> <p>Highways England seeks to minimise severance and retain existing crossing points where possible; the retention of Tresawsen underpass is in line with this aim.</p> <p>According to traffic modelling, Callestick will see a minor decrease from the lower traffic flows on the existing A30, reducing the number of vehicles that will rat-run through Callestick to/from the A3075.</p> | N  |
|           | <p><b>National Policy Statement for National Networks:</b> PIL ID94 is concerned that the impacts of not providing east facing slip roads have been inadequately considered and that local businesses will be isolated from markets.</p> <p>Concerns were raised that development may result in the severance of communities, accessibility and functionality. PIL ID94 believes that consideration to traffic figures only is insufficient, stating that <i>“In that context the decision is flawed and infected with illegality”</i>.</p> | This issue is considered in response to matters raised by PIL ID92 within this table.  | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act                                    | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|---|--|
|           | <p><b>Unsustainable development:</b> PIL ID94 believes that regard has not been given to sustainable development, as defined in paragraphs 7-10 of the NPPF and Resolution 42/187 of the United Nations General Assembly.</p> <p>PIL ID94 notes that the economic impacts on local businesses have not been adequately considered.</p>  | This issue is considered in response to matters raised by PIL ID92 within this table. | N/A  |
|           | <p><b>Section B, east facing slip roads at Chybucca junction:</b> PIL ID94 expresses concerns that the lack of east facing slip roads at Chybucca will inadvertently cause additional congestion at Chiverton and Carland Cross junctions as well as the A39 and A390 routes into Truro.</p> <p>PIL ID94 notes that a suppressed demand for the Chybucca junction exists because of poor manoeuvrability and junction layout.</p> | This issue is considered in response to matters raised by PIL ID92 within this table. | N  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|---|--|
|           | <p>Concerns that demand for east facing slip roads is greater than west facing slip road are expressed. PIL ID94 suggests that demand for east facing slip roads is greater than west facing slip stating that the only time demand for west facing slip roads is higher than for east facing slip roads is between 17:00 and 18:00; and that from the hours of 07:00-19:00 are net loss of 940 vehicles travelling eastbound between Zelah Hill and Chybucca, demonstrating the need to maintain an east facing slip on the new A30.</p>   |   |  |
| PIL ID 95 | <p><b>Section C, Cornish hedgerow and fence installation:</b> PIL ID95 urges Highways England to construct all new boundaries between the new road corridor and adjoining land retained by PIL ID95 and occupiers as Cornish stone and earth hedges, as far as practically possible, ideally to a height of around two metres.</p> <p>PIL ID95 requests that hedges are fenced internally with posts, sheep netting and barbed wire to ensure that livestock does not damage the new hedges while they are establishing.</p> <p>When this is not possible, landowner notes that timber posts and rails proposed by Highways England should be properly tantalised, and requests that Highways England shared the design suggestion with the respondent and other appropriate agents for their approval.</p> | <p>Cornish hedgerows are used where appropriate to the local character, some with grassed tops and others with hedge on top.</p> <p>Highways England will incorporate hedgerows into the scheme to define new boundaries and tie into the existing field patterns. Full details of the planting are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> <p>In this area, a native species hedgerow with trees is proposed.</p> | Y  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           | <p>PIL ID 95 states that it is important for livegrowth to be planted on the outside of fences to create hedges for wildlife and livestock shelter.</p>  |  |  |
|           | <p><b>Section C, land acquisition:</b> PIL ID95 raises concerns around the proximity of the proposed route to their property; specifically, with respect to several sheds, and a dense line of coniferous trees currently screening the property from the road, both of which will potentially be lost through the land acquisition necessitated by the route proposals.</p> | <p>The four sheds are within the proposed red line boundary and will require removal to enable construction of the proposed realignment to the existing A30. The southern half of the line of conifers on the property boundary will be removed with the northern section protected and retained.</p> <p>As part of the scheme, a belt of woodland and scrub planting, plus a hedgerow and hedgerow trees will be planted within the soft estate adjacent to the boundary of the property in question in order to screen views of the scheme.</p> <p>Full details of the planting are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> | N  |
|           | <p><b>Section C, noise mitigation:</b> PIL ID95 requests that they are consulted with regard to noise mitigation, including the provision of suitable sound barriers such as wood fencing.</p>   | <p>This property is not expected to experience any perceptible change from current levels, so noise barriers are not proposed here.</p>  | N/A  |
|           | <p><b>Section C, access to property:</b> Citing an annotated plan, PIL ID95 raises concerns that it is not clear how access to the property from the new road will be maintained; access to the property at all times during and after construction is requested.</p>  | <p>Highways England is committed to retaining 24-hour access to all properties affected by the scheme during construction.</p> <p>Permanent access to the A30 to the south will be blocked, but access will be retained to the C0089, which leads to the C0364 to the west of PIL ID95's property. This will allow access from the realigned existing A30.</p>   | Y  |

| Consultee  | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|------------|--|--|--|
|            | <p><b>Impact on septic tank, drainage:</b> PIL ID95 questions whether a private septic tank at the property will be affected by the proposals; if so, it is requested that a suitable alternative is proposed.</p>   | <p>Any septic tanks that are affected by the scheme will be replaced elsewhere prior to the main works starting so that there is no gap in provision.</p>  | N  |
|            | <p><b>Temporary land use, east of St Freda:</b> On the plan, a large area of land to the north and east of St. Freda is shown as being 'land to be used temporarily'; PIL ID95 seeks clarification on the specific planned use for this.</p>   | <p>This is proposed for use as Construction Compound 5. Specific activities are not known at the time of submission and will be managed through the Outline Construction Environmental Management Plan (Appendix 16.1, Volume 6, Document Reference 6.2).</p>  | N/A  |
| PIL ID 112 | <p><b>Principle of development, need for the scheme:</b> PIL ID112 objects to the overall proposals.</p>   | <p>It is noted that the landowner objects to the scheme.</p>   | N/A  |
|            | <p><b>Road height and noise impact:</b> PIL ID112 raises a concern regarding the road height, which they note was previously proposed as being five metres lower than the surrounding landscape. In noting that that this has been reduced to only one or two metres, PIL ID112 raises concern on the impact this will have on noise levels.</p> | <p>The vertical alignment has been developed in accordance with the standards set out in the DMRB in order to: provide a safe road with sufficient visibility; follow the existing topography of the ground as much as practicable to generate an earthworks balance; and to cause the least visual intrusion to local communities.</p> <p>The Preferred Route Announcement stated that the preferred route will be 2.2 metres below the existing level at this location.</p> <p>At consultation, the engineering and red line boundary plans showed the route at 0.6 metres below the existing level in this location.</p> <p>The scheme submitted for DCO has lowered the road in this location 1.2 metres below the existing level at this location; this amendment was carried out in response to concerns raised at statutory consultation.</p> | Y  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|---|--|
|           |   | <p>Landowner ID112 is predicted to experience a significant reduction in road traffic noise from the operational scheme as a result of the large reductions in traffic movements on the existing A30 alignment.</p> <p>Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation, including the alignment of the road and cuttings, low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise. Noise barriers will be installed as required, to reduce or remove significant noise effects at various locations where it is sustainable to do so in accordance with Government noise policy.</p> <p>The overall effect of the scheme is predicted to be beneficial in this area; there are no adverse impacts so this is not an area where further noise mitigation is likely to be considered.</p> |  |
|           | <p><b>Section B, relocation of laybys:</b> PIL ID112 raises a concern regarding laybys in the area near their property, noting that noise caused by lorries using these laybys for overnight parking will impact local residents.</p> <p>It is proposed that the layby is moved further up the proposed route, away from residents.</p> | <p>Following statutory consultation, the eastbound layby at Marazanvose has been moved approximately 150m further west and the westbound layby approximately 50m further west so that the laybys are no longer located directly opposite the properties in Marazanvose.</p> <p>Laybys are required along major roads and highways to provide safe stopping places for road users. The location and spacing of laybys is in accordance with the DMRB design standards.</p>   | Y  |

| Consultee  | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|------------|---|--|--|
|            | <p><b>Section B, noise mitigation:</b> PIL ID112 requests a cul-de-sac or access-only route for residents of Marazanvose to mitigate noise impact. High banks are also requested immediately adjacent to the road, rather than the proposed thin hedges.</p> <p>PIL ID112 also asks for a speed limit of 30mph on the new road at Marazanvose to prevent speeding and reduce noise from traffic.</p>  | <p>With regard to the request for a cul-de-sac or access-only route for Marazanvose, this is outside of the remit of the scheme.</p> <p>With regard to the speed limit, the new A30 has been designed to the standards laid out in the Design Manual for Roads and Bridges. The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph.</p> <p>Reducing the speed limit on the new A30 will not reflect the standards set by DMRB and Highways England's vision to improve journey times throughout the network in the south west region.</p> | N/A  |
| PIL ID 113 | <p><b>Section A, Cornish hedgerow and fence installation:</b> PIL ID113 urges Highways England to construct all new boundaries between the new road corridor and adjoining land retained by PIL ID 113 and occupiers as Cornish stone and earth hedges, as far as practically possible, ideally to a height of around two metres.</p> <p>PIL ID113 requests that hedges are fenced internally with posts, sheep netting and barbed wire to ensure that livestock does not damage the new hedges while they are establishing.</p> <p>When this is not possible, the landowner notes that timber posts and rails proposed by Highways England should be properly tantalised, and requests that Highways England shared the design suggestion with</p> | <p>Existing Cornish hedgerows and hedgerows will be retained in this area. Cornish hedgerows are used where appropriate to the local character, some with grassed tops and others with hedge on top. Stock proof fencing is proposed along the scheme where required.</p> <p>Highways England will incorporate hedgerows into the scheme to define new boundaries and tie into the existing field patterns. Full details of the planting are provided in Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p>  | Y  |



| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           | <p>the respondent and other appropriate agents for their approval.</p> <p>PIL ID 113 states that it is important for livegrowth to be planted on the outside of fences to create hedges for wildlife and livestock shelter.</p> <p><b>Section A, mitigation:</b> PIL ID113 is concerned that the daily lives of their family will be affected by noise, dust, artificial light and fumes from the new road. PIL ID113 notes that their property is not currently double glazed, and asks for confirmation that they will be entitled to the installation of double glazing in a style consistent with that of the property.</p> <p>It is also requested that additional mitigation of noise and light is included in the design, in the form of barriers or screening to the new road, notably in elevated sections of the route.</p> <p>PIL ID113 notes that they operate a busy farming business at their property and have a wind turbine on the land.</p> | <p>The provision of double glazing is subject to negotiation with Highways England.</p> <p>The Statement of Statutory Nuisance (Volume 6, Document Reference 6.6) addresses these requests, and has been used to decide whether the scheme can accommodate them. Wherever these requests can be accommodated, the statement sets out its proposals for how it intends to do so. The Statement of Statutory Nuisance draws on Section 79(1) of the Environmental Protection Act 1990 in respect of statutory nuisances.</p> <p>As described in the Environmental Statement, Chapter 11 – Noise and Vibration (Volume 6, Document Reference 6.2), the assessment and the design of the proposed scheme are in line with Government noise policy. To this end, the scheme seeks to avoid significant adverse effect on health and quality of life or minimise them as far as possible. As such, the scheme will use low noise surfacing in this area. The proposed new A30 scheme will also substantially alleviate traffic currently using the existing A30.</p> <p>In addition, the new route proposals, including the new Chiverton junction, will be further away from this property than</p> | <p>N/A</p>                                       |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           |  | <p>the existing A30 in relation to PIL ID113's residential property and outbuildings.</p> <p>Because of this, noise will be significantly reduced at these properties, with a reduction of more than 5dB. Traffic noise level reductions will also be achieved across the entire parcel of land.</p> <p>Although the absolute noise levels are predicted to rise slightly, this will not be by more than 1dB, which is below the threshold to justify the offer of noise insulation.</p>   |  |
|           | <p><b>Section A, land access:</b> It is requested by the respondent that access to the farm is maintained at all times during construction, citing the sheds and yards at the property which are let to vegetable growers.</p> <p>PIL ID 113 notes that a section of land to be acquired as part of the development leaves a long and narrow section of land along the north-western edge of Plot 999/1. The respondent asks that the relevant section highlighted in the attached plan is removed to allow the narrow section of land to be incorporated into the adjoining fields and used for future crops production.</p> <p>The respondent also requests that a five-metre-wide gateway be installed in the position marked on the plan with a red 'X' to allow access between fields.</p> <p>The respondent notes that at the point on the attached plan marked 'double gateway', an entrance into the fields needs to be created, and that this entrance – in</p> | <p>Highways England is committed to retaining 24-hour access to all properties affected by the scheme during construction and operation. Following further consultation, the red line boundary has been amended to avoid acquisition of the access to the farm.</p> <p>Since statutory consultation the land to be acquired has been extended to encompass the area which will have been left unusable.</p> <p>Gateways for farm vehicles are noted on the accommodation works plans and the detail will be developed during construction.</p> | Y  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|---|--|
|           | <p>the form of a splayed, double gateway with two five-metre-wide entrances – needs to be set back from the road to allow tractors and other long vehicles to leave the road safely.</p> <p><b>Construction:</b> PIL ID 113 asks for clarification over what the two areas of temporary rights, shaded blue on the attached plan, will be used for.</p> <p><b>Section A, water supply:</b> PIL ID 113 notes that the borehole highlighted on the attached plan supplies their property with water, stressing the need to maintain a constant and clean water supply to the property during construction.</p> <p>PIL ID 113 also expresses concern that water pollution will affect their property during and after construction, stressing the need for adequate drainage of surface water. PIL ID 113 asks for copies of the drainage plans for the scheme.</p> <p>PIL ID 113 asks that an irrigation reservoir, located downstream from the outfall and highlighted yellow on the attached plan, is kept free of contamination from water coming from the road, citing its status as an important wildlife habitat.</p> | <p>The areas in question are required to undertake utilities diversions under the proposed A30.</p> <p>The western-most area is for a Southwest Water diversion and the eastern-most area is for a Western Power Distribution diversion.</p> <p>The borehole in question is not being directly affected by the scheme, so will be retained.</p> <p>All road drainage will be captured by the proposed drainage system and will be transferred to attenuation ponds and then discharged to the nearest watercourse at a water quality level accepted by the Environment Agency and Cornwall Council (as the lead local flood authority).</p> <p>During construction, the contractor must comply with the Outline Construction Environmental Management Plan which will include a Ground and Surface Water Management Plan and a Pollution Prevention and Control Management Plan.</p> <p>Outline versions of these Management Plans are provided in Appendix 16.1 of the Environment Statement (Volume 6, Document Reference 6.4).</p> | <p>N</p> <p>N</p>                                |

| Consultee  | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|------------|---|---|--|
| PIL ID 114 | <p><b>Section A, Cornish hedgerows and fence installation:</b> PIL ID 114 urges Highways England to construct all new boundaries between the new road corridor and adjoining land retained by PIL ID 114 and occupiers as Cornish stone and earth hedges, as far as practically possible, ideally to a height of around two metres. PIL ID 114 requests that hedges are fenced internally with posts, sheep netting and barbed wire to ensure that livestock does not damage the new hedges while they are establishing.</p> <p>When this is not possible, landowner notes that timber posts and rails proposed by Highways England should be properly tantalised, and requests that Highways England shared the design suggestion with the respondent and other appropriate agents for their approval.</p> <p>PIL ID 114 states that it is important for live growth to be planted on the outside of fences to create hedges for wildlife and livestock shelter.</p> | <p>Cornish hedgerows are used where appropriate to the local character, some with grassed tops and others with hedge on top. Stock proof fencing is proposed along the scheme where required.</p> <p>Highways England will incorporate hedgerows into the scheme to define new boundaries and tie into the existing field patterns. Full details of the planting are provided in Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> | Y  |
|            | <p><b>Hedge removal for agricultural operations:</b> PIL ID 114 asks that the sections of hedges highlighted with green shaded lines on each of the four attached plans be removed so that severed sections of land retained by the respondent can be farmed.</p>   | <p>Removing hedges that are outside of the scheme boundary is not a reasonable mitigation measure. Doing this would impact on the pattern and character of the local landscape. Impacts of the scheme on businesses will be compensated in line with statutory guidance.</p>  | N  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|---|--|
|           | <p><b>Section A land access:</b> PIL ID 114 requests that access gateways between the severed sections of land, indicated by blue crosses on attached plans, are created, and notes that the exact position and specification of the gateways must be agreed with them.</p> <p>PIL ID 114 raises concern regarding the existing access to their property, in the location highlighted yellow on the first and third attached maps; the nearby roundabout will be brought much closer to the property, increasing the speed and quantity of traffic passing near the property. PIL ID 114 requests that this is considered, as well as the possibility that a new, safer entrance into the area which is further away from the proposed roundabout.</p> | <p>New access gates will be provided as required to maintain access to the landowner's land and the exact location will be confirmed on the accommodation works proposals during construction.</p> <p>Visibility from PIL ID 114's entrance will not be affected by the scheme; therefore, it is not deemed necessary to update this access.</p>  | Y  |
|           | <p><b>Section A, severance of water supplies:</b> PIL ID 114 notes that some of the severed sections of land will need connecting to water mains, citing the locations of cattle troughs on the land.</p>  | <p>Replacement mains connections will be provided in cases where they are severed. Cattle troughs will be relocated or provided where necessary.</p>  | Y  |
|           | <p><b>Section A, construction compound:</b> PIL ID 114 requests that a Method Statement is provided regarding the proposals for preparing and reinstating the temporary construction compounds highlighted green on the third attached map, and that payments for rent of the construction compound areas are agreed in advance of construction.</p>   | <p>Construction compounds will be returned to the state the land was in when it was entered into.</p> <p>As set out Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared in support of the DCO application ((Volume 6, Document Reference 6.4, Appendix 16.1 and 2.1 respectively).</p> | N  |

| Consultee  | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|------------|---|--|--|
|            |   | <p>They explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible.</p> <p>The project's Stakeholder Engagement Lead and Highways England Lands Team have undertaken wide ranging engagement with landowners and tenants to help establish land and property information and details.</p> <p>Ongoing discussions in relation to mitigation, blight and any land negotiation will continue to be led by Highways England, with the District Valuer as appropriate.</p> |  |
| PIL ID 121 | <p><b>Principle of development, need for the scheme:</b> PIL ID121 declares support of the scheme proposals generally.</p> <p><b>Section B, Chybucca junction slip roads:</b> Various concerns the relating to the lack of east facing slip roads at Chybucca are raised by Landowner ID121, who suggests they have not been factored into the decision not to include these slip roads.</p> <p>The respondent believes Highways England's calculations that 1400 vehicles will use east facing slip do not take specific factors into account (detailed in following matters raised, below).</p> | <p>It is noted that the landowner is in overall support of the scheme.</p> <p>Consideration of east facing slip roads is provided in response to Cornwall Council in Table 8-1 of this report.</p>   | <p>N/A</p> <p>N</p>                              |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p><b>Section C, proposed closure of Zelah West and Tresawsen roundabouts:</b> There are currently three exits off the A30 to access Truro via Shortlanesend road, two of which (Zelah West and Tresawsen) PIL ID121 does not believe have been included in Highways England's calculations.</p> <p>Once these junctions are blocked off as planned in proposals, traffic will have to continue to Chybucca.</p> <p>PIL ID121 therefore believes that calculations to include all the traffic unable to leave the A30 at Zelah West and Tresawsen will in fact demonstrate a greater need for east facing rather than west facing slip roads.</p> <p>The respondent cites a more detailed explanation they have provided, and refers to details on the same traffic census Highways England used to arrive at the 1400 vehicle figure, which the respondent claims have been overlooked.</p> | <p>Consideration of east facing slip roads is provided in response to Cornwall Council in Table 8-1 of this report.</p> <p>Access to Truro through Tresawsen and Zelah West are retained from the existing A30 through the Tresawsen and Two Barrows underpasses under the new A30.</p> <p>The assertion that the demand for east facing slip roads is greater than west facing slip roads in any scenario is not supported by the transport model, which shows:</p> <ul style="list-style-type: none"> <li>• An east facing on slip will have 528 movements a day</li> <li>• An east facing off-slip will have 1,236 movements a day</li> <li>• The west facing on slip is expected to have 4,799 movements a day</li> <li>• The west facing off slip is expected to have 6,523 movements a day.</li> </ul> <p>In the AM peak:</p> <ul style="list-style-type: none"> <li>• An east facing on slip will have 78 movements</li> <li>• An east facing off-slip will have 17 movements</li> <li>• The west facing on slip is expected to have 248 movements</li> <li>• The west facing off slip is expected to have 622 movements.</li> </ul> <p>In the PM peak:</p> <ul style="list-style-type: none"> <li>• An east facing on slip will have 78 movements</li> <li>• An east facing off-slip will have 17 movements</li> </ul> | N  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|           |  | <ul style="list-style-type: none"> <li>The west facing on slip is expected to have 411 movements</li> <li>The west facing off slip is expected to have 491 movements</li> </ul> |  |
|           | <p><b>Existing A30:</b> The existing A30 is recognised as essential for accessing Truro, especially when the nearby A39 is blocked or congested, but concern is expressed by PIL ID121 that the speed and volume ratings will be downgraded, resulting in heavy congestion. PIL ID121 notes that east facing slip roads would avoid this issue.</p> <p>PIL ID121 raises concern that the long-term impact of omitting this infrastructure will exceed the cost of including the east facing slip roads in proposals; it is also noted that it will be much more expensive to provide the slip roads retrospectively.</p> <p>PIL ID121 expresses concern over the impact of the number of freight and vehicle movements in the Perranporth area on local homes and businesses, resulting from the lack of east facing slip roads.</p> <p>PIL ID121 refers to a previous consultation report on the scheme, citing various A30 traffic figures to suggest a greater demand for east facing rather than west facing slip roads. It is suggested that the traffic figures in the report do not support its conclusion that east facing slip roads are not justified.</p> | These matters are considered in response to PIL ID92.   | N  |



| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p>PIL ID121 also states that traffic leaving the A30 between Zelah Hill and east of Chybucca will not experience the relief resulting from the scheme that the report referred to says it will.</p> <p>PIL ID121 states that it is only between 5PM and 6PM that demands for west facing slip roads in this section exceed those for east facing slip roads.</p>  |  |  |
|           | <p><b>Section C, proposed alterations for Chybucca and Tresawsen junctions:</b> PIL ID121 proposes alterations to the proposed route for the scheme at the Chybucca and Tresawsen junction sections, and presents the findings from a survey of the opinions of Callestick and Tresawsen residents carried out by PIL ID121.</p> <p>PIL ID121 suggests that the underpass at Tresawsen is removed from proposals; the junction at Chybucca is upgraded to a full entry and exit junction for east and westbound traffic; and the bus stop on the road between Tresawsen and Allet Common is moved to the existing Tresawsen junction.</p> <p>PIL ID121 notes that the findings from their survey indicate overwhelming support for the three alterations proposed, and that there is unanimous support for installing east facing slip roads at Chybucca junction.</p> <p>PIL ID121 raises concern that making the junction at Tresawsen safer and more reliable will create a shortcut for road users between Perranzabuloe and</p> | <p>Consideration of east facing slip roads is provided in response to Cornwall Council in Table 8-1 of this report.</p> <p>According to the traffic modelling, Callestick will see a minor decrease from the lower traffic flows on the existing A30, reducing the number of vehicles that will rat-run through Callestick to/from the A3075.</p> <p>Highways England recognise the view from the local community regarding the east facing slip roads. These are summarised in Table 8-3 – 8-11 of this report.</p> | N  |

| Consultee  | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|            | <p>Allet Common, and that the hamlet of Callestick will therefore become a rat run.</p> <p>PIL ID121 raises a concern regarding the proposals for an east facing exit slip road and a west facing entrance slip road at Chybucca, stating that these proposals will mean all traffic for Perranporth and the surrounding villages will continue using the existing A30, including heavy business traffic.</p> <p>PIL ID121 includes the documents detailing their proposed alterations that were circulated to residents of Callestick and Tresawsen, as well as a record of residents' feedback on the proposed alterations.</p>    |  |  |
| PIL ID 123 | <p><b>Section B, mitigation of shading and airborne dust:</b> Concern about the potential for shading of the solar panels as a result of the proposed scheme is expressed, as well as about dust generated by construction works, which could affect the generation of electricity from solar panels at a solar farm on PIL ID123's's property.</p> <p>The respondent also notes their concern that no information regarding these potential issues has been provided.</p> <p>PIL ID123 requests confirmation of any preventative measures relating to both the shading of, and the generation of dust around, the solar panels.</p> | <p>The proposed A30 is lowered directly adjacent to the solar farm, which means that shadowing from the road will not be an issue.</p> <p>All tree planting is located approximately 50m from the solar panels so any resultant shading will be negligible.</p> <p>Highways England has prepared an Outline Construction Environmental Management Plan (Volume 6, Document Reference 6.4). It includes best practice dust mitigation measures which will be implemented during construction. With these measures in place, it is considered there will be no significant impact from dust during the construction of the scheme.</p> | N  |
|            | <p><b>Access to Garvinack solar farm:</b> PIL ID123 notes that the solar farm at their property only has one</p>   | <p>Highways England is committed to retaining 24-hour access to all properties affected by the scheme during construction and</p>  | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p>entrance, and that they have been notified that land on the access track will be used temporarily and rights will be acquired permanently as part of the scheme.</p> <p>PIL ID123 raises a concern regarding the availability of the access road and entry point, and asks how they will be able to access the solar farm during construction.</p> <p>PIL ID123 requests further information about the use of the access road, whether there are any alternative routes for the scheme and what rights will be acquired permanently.</p> | <p>operation. Exact details of temporary access requirements will be developed in the detailed design stage.</p> <p>The land to be acquired temporarily and for future permanent rights are for a Western Power Distribution utilities diversion.</p> <p>Engagement with the solar farm is ongoing to establish acceptable access rights.</p> |  |
| PIL ID148 | <p>Western Power Distribution has identified one section of overhead optical fibre that will be affected by the DCO project: a fibre optic earth wire wrap cable is installed on the Western Power Distribution 132Kv network between towers A101 and A102.</p> <p>If the proposed DCO works require alterations to the Western Power Network at this location, Surf Telecoms will carry out any alteration works to the cable at the same time that the Western Power works are carried out.</p>   | Highways England is in ongoing discussions and engagement with Western Power Distribution regarding alteration and diversion works required to apparatus.   | N/A  |
| PIL ID149 | <p><b>Section B Chybucca junction to Zelah:</b> PIL ID149 is concerned about a lack of east facing slip roads onto the new A30 at Chybucca, leaving residents of Shortlanesend without access to the new A30 highway.</p> <p><b>Principle of development:</b> PIL ID149 accepts the principle of the scheme.</p>  | <p>Consideration of east facing slip roads is provided in response to Cornwall Council in Table 8-1 of this report.</p> <p>It is noted that PIL ID149 accepts the principle of development.</p>   | <p>N</p> <p>N/A</p>                              |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p><b>Road height:</b> PIL ID149 is concerned that the new road height will have a visual and noise impact on their property.</p>  | <p>Woodland planting is proposed between the new and existing A30 in the area adjacent to this property. Full details of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p>  | N/A  |
|           | <p><b>Road height mitigation:</b> PIL ID149 requests that the new road is no higher and ideally lower than the existing alignment, that the implementation of a noise barrier, for example a Cornish Hedgerow, and that a low-noise surface is used.</p> <p>It is also requested that the low noise barrier is implemented from the beginning of construction, mitigating air and light pollution issues during construction.</p>  | <p>A low noise road surface will be used along the whole length of the scheme. The new A30 is further than the existing A30 in this location, and is 1.3m below the surrounding land.</p> <p>No noise barriers are proposed in this area as the property will experience a decrease in noise from current levels of more than 3dB, which is a perceptible benefit.</p>  | N/A  |
|           | <p><b>Henver Lane re-alignment:</b> The respondent states that the re-alignment of Henver Lane will result in increased noise and air pollution to their home, due to traffic now accelerating up hill in both directions. Concern that the re-alignment will not dissuade traffic from using Henver Lane instead of Boxheater Junction is also expressed.</p> <p>They request measures to dissuade this, for example the closure of Henver Lane. They also suggest an alternative design, comprising a new road from the Trevalso underpass to Henver Lane, north of existing property.</p> | <p>At Henver Lane, Highways England is committed to funding Cornwall Council to monitor traffic movements following the opening of the scheme, and will fund the closure of Henver Lane (except for access) should there be a significant increase in traffic. The increase in traffic that would warrant this closure is yet to be determined.</p> <p>At Boxheater junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening scheme. Highways England is proposing to fund minor improvements to the junction to improve safety, and is in discussion with Cornwall Council regarding the extent of these improvements.</p> | N/A  |
|           | <p><b>Safety:</b> PIL ID149 suggests that the existing A30's reclassification as a local road should include greater provision for non-vehicle and pedestrian use, including</p>   | <p>A reduction in speed limits on the existing A30 is not being considered, although design measures to influence driver behaviour to discourage high speeds will be introduced by Cornwall Council and funded by Highways England.</p>   | N/A  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           | additional prevention of speeding traffic, and also the reduction of signage to improve customer experience.   | The existing A30 will remain available for WCH users which will be more attractive, suitable and safer for those journeys to be made when compared to the free flowing and heavily trafficked new A30.   |  |
|           | <b>Construction:</b> PIL ID149 is concerned about the impact of construction vibration on an old barn within their property which is in a fragile state.   | The control of noise and vibration, using Best Practical Means (BPM) is incorporated within the Outline Construction Environmental Management Plan (Outline CEMP, Volume 6, Document Reference 6.4). This will include the selection of quiet equipment, a review of programme and methodology to consider quieter methods, placing onsite equipment in appropriate locations, controlled working hours and the provision of acoustic enclosure screening where practicable.<br><br>If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the Outline CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing. | N/A  |
| PIL ID155 | <b>Safety:</b> PIL ID159 is concerned that the traffic being diverted along Silverwell will endanger non-vehicle users.  | There are currently no proposals to divert traffic through Silverwell (BOAT 314/1/1). The Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1,) sets out how traffic will be managed during construction of the scheme.  | N/A  |
| PIL ID157 | <b>Hedge boundary:</b> PIL ID157 stresses that a Cornish hedgerow at a height of 2 metres is required, with fencing on the retained land ownership side with posts, sheep netting and barbed wire to ensure they are stock proof and ensure Cornish Hedgerows are not damaged while they are establishing. | Since statutory consultation, this area of land has been removed from the red line boundary and the field boundary will not be removed.  | Y  |
|           | <b>Section A Chiverton junction to Chybuca:</b> PIL ID166 and ID168 feel there should be slip roads from   | Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport Report (Volume 7,   | N  |

| Consultee   | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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| <p>PIL ID166 &amp; PIL ID168 [joint response]</p> | <p>Truro to Penzance and from Truro to St Agnes without traffic having to go back on itself.</p> <p>They also feel the cycle route could utilise the link between Key Downs Road and the bridge.</p> | <p>Document Reference 7.4). The modelling shows that there will be no significant harmful impacts in relation to traffic queues at the Chiverton junction.</p> <p>A more detailed modelling assessment (using Junctions 9 software) of the proposed Chiverton junction shows there is sufficient highway capacity to meet the forecast demand in 2038. The assessment shows the new Chiverton design will significantly reduce queues compared to a scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form.</p> <p>With regard to the provision of additional slip roads at Chiverton, there are two constraints to this aspect of the design. First, there is a required minimum spacing distance of 450m as required by the Design Manual for Roads and Bridges (DMRB) between junctions and/or slip roads. This is required in order to provide adequate space for vehicles to safely merge and diverge. A second constraint is the close proximity of the World Heritage Site boundary, which limits the potential alignment and position that the slip roads will be able to take within design and safety standards.</p> <p>Taking these constraints into account, the lack of evidenced need and the additional environmental, land-take and cost impacts of its provision, Highways England considers that there is not sufficient justification for the provision of additional slip roads at the Chiverton junction.</p> <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume</p> |  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           |  | 6, Document Ref 6.4, Appendix 16.1, Outline CEMP, Annex P), an underpass will be provided (reference PR2) to facilitate a north/south WCH crossing.  |  |
|           | <p><b>Drainage:</b> PIL ID166 and ID168 stress that water drained from the scheme into holding tanks and then in to watercourses must follow environmental regulations from the UK and EU.</p>                                       | <p>The assessment undertaken in the Environmental Statement, Chapter 13 – Road Drainage and the Water Environment (Volume 6, Document Reference 6.2), concluded that the discharges from the road drainage system will be compliant with environmental regulations from the UK and the EU.</p> <p>All of the runoff from the proposed A30 and the realigned side roads will be collected in the highway drainage and discharged to attenuation ponds. The design of the attenuation ponds is such that they can accommodate all of the road drainage within their footprint and then slowly release it to the nearest watercourse at what is known as the ‘greenfield runoff rate’, which is the same rate as water will naturally filter through the soil into the watercourse.</p> <p>This will not make the existing drainage conditions on the surrounding land any better or worse.</p> | N/A  |
|           | <p><b>Lighting:</b> PIL ID166 and PIL ID168 request that any lighting used is kept to low level rather than high density spotlights.</p>   | <p>There will be no road lighting on the main route, or at the junctions. The scheme has been assessed on this basis.</p> <p>For walking, cycling and horse riding (WCH), low level, motion sensitive lighting is proposed at WCH underpasses at Chiverton, Church Lane and Carland Cross, as well as Trevalso underpass.</p>  | Y  |
|           | <p><b>Existing A30:</b> PIL ID166 and ID168 are concerned that the new mini roundabout for crossing from St Agnes to Truro and entrance to new A30 highway will increase traffic along Penstraze Lane, and that the current road</p> | <p>The traffic model shows traffic is expected to increase at Penstraze lane as a result of the scheme. Highways England is committed to funding Cornwall Council to monitor traffic on Penstraze Lane following the opening of the scheme. The</p>  | N/A  |

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|           | <p>does not have the capacity to cope with this increased traffic. They therefore suggest road widening to allow for this increase in traffic.</p> <p><b>Hedge boundary:</b> PIL ID166 and ID168 stress that any Cornish Hedgerows removed must be replaced like-for-like, and that robust fences must be put in place during construction.</p>   | <p>results of this monitoring could result in the closure of this lane (aside from for access). This closure would be funded by Highways England.</p> <p>Since statutory consultation this area of land has been removed from the red line boundary and the field boundary will not be removed.</p>   | Y  |
| PIL ID169 | <p><b>Noise, air and light pollution:</b> PIL ID169 is concerned about increased noise, air and light pollution as a result of the scheme.</p> <p><b>Engagement:</b> PIL ID169 notes that current proposals do not consider Silverwell residents' wellbeing. It is also noted that recent reports do not mention Silverwell by name, which is considered misleading and disingenuous to the residents of the area.</p> <p>PIL ID169 also mentions that they feel project members are not willing to change the design of the scheme from the original design, and feels there is a negative attitude towards implementing change in the design.</p> | <p>The Environmental Statement (Volume 6, Document Reference 6.2) provides a full assessment of the impact of the scheme with regard to noise (Chapter 11), air (Chapter 5) and light pollution, as well as the mitigation for this impact proposed by Highways England.</p> <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers the impacts of the scheme on local communities, including amenity. More detailed assessments of noise, air quality and visual/landscape impacts are considered in the relevant chapters of the Environmental Statement.</p> <p>Every response to the statutory consultation has been read and considered by Highways England, and a response to the matters raised is detailed in this consultation report. The changes to the scheme that came about as a result of consultation are detailed in this chapter of the report, and where an issue was raised that did not result in a change to the design, this is also detailed.</p> <p>Carrying out pre-application consultation is a statutory requirement of the Planning Act 2008. The adequacy of the consultation will be assessed by the Planning Inspectorate upon submission of the DCO application. This report has been</p> | N/A  |



| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p>PIL ID169 proposes that the roundabout is above the through-road, allowing the A30 to be level and preventing the need for vehicles to accelerate uphill over the roundabout, therefore reducing noise pollution.</p> <p>PIL ID169 references a plan they have submitted to Highways England proposing changes to the design of the Chiverton roundabout which is of a similar design to the M5 junction at Honiton, with concrete walls separating the merging traffic before the roundabout.</p> <p>They also reference this plan, as well as a plan submitted alongside this consultation letter, that proposes that the new Newquay road pass over the new A30 and link with the old A30 before joining the roundabout complex. It is suggested that this will reduce the complexity of the designed scheme.</p> | <p>prepared to demonstrate that the consultation met the requirements of legislation, namely consulting the required people for the statutory timescales, and having sufficient due regard to their responses.</p> <p>The plan provided to Highways England has been taken into account.</p> <p>A junction design with the roundabout on top (as opposed to below the main carriageway as is proposed) will come with engineering challenges, risks and increased costs. These include:</p> <ul style="list-style-type: none"> <li>• Increased earthworks requiring additional fill which will need to come from outside of the scheme, increasing impacts during construction</li> <li>• Further land-take from affected landowners would be required to accommodate these earthworks as the scheme would have a bigger footprint</li> <li>• An 80m stretch of retaining wall adjacent to Starbucks would be required to protect this business</li> <li>• Three attenuation basins would need to be relocated, which would require further land-take and in this case, introduce new affected landowners into the scheme.</li> </ul> <p>Since statutory consultation, further noise mitigation at Chiverton Cross has been introduced to reduce the effects of noise from the raised alignment of the new A30, in the form of noise screening.</p> <p>While extensive planting is proposed at Chiverton Cross, its purpose is the mitigation of landscape and visual effects and not for noise reduction.</p> | N  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change?<br>(Y/N or N/A) |
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|           |  | <p>A computer road traffic noise prediction model was created with the road surface level to compare scenarios where the main carriageway passes over or under the junction at Chiverton, including the slip roads and roundabout, along with other potential mitigation options. It was found that a similar level of road traffic noise mitigation was possible with a raised carriageway with the additional mitigation measure of noise barriers. Therefore, putting the main carriageway under the junction at Chiverton Cross would provide no additional noise benefits.</p> |   |
|           | <p><b>Local traffic:</b> PIL ID169 is concerned that the through lane at Silverwell will continue to be used as a rat run. They propose that the lane to and from Silverwell is closed altogether or routed under the new A30 by a single-track lane and link to the Newquay road prior to the roundabout.</p> | <p>The road through Silverwell between the B3277 at Three Burrows and B3285 at Mithian was not included within the traffic model. Cornwall Council identified the minor roads where the impact of rat running needed to be assessed during the development of the traffic model, and these areas were not highlighted as a concern.</p>   | N/A   |
|           | <p><b>Scheme design and biodiversity:</b> PIL ID169 expresses the view that Highways England seems to be accommodating the needs of animals through the implementation of underpasses and green bridges at the detriment of residents of Silverwell.</p>   | <p>Mitigation of the scheme has been designed with regard to reducing impacts on the environment as well as human quality of life, including local residents.</p> <p>The provision of the green bridge at Marazanvose is for mitigation for bats. The nature of the structure allows for its use for walking, cycling and horse riding, as well as providing some landscape and noise benefits.</p> <p>There has been no biased provision of mitigation measures on the scheme.</p>   | N/A   |
| PIL ID170 | <p><b>Section A, Chiverton to Chybuca:</b> PIL ID170 proposes that an additional slip road onto the new A30</p>  | <p>With regard to provision of an additional west-bound slip road at Chiverton, there two constraints to this aspect of the design.</p>   | N   |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p>from Threemilestone and heading west will reduce the amount of traffic on the Chiverton roundabout.</p>   | <p>First, there is a required minimum spacing distance of 450m as required by the Design Manual for Roads and Bridges (DMRB) between the on-slip roads for Chiverton junction and the A390. This is required to provide adequate space for vehicles to safely merge and diverge.</p> <p>A second constraint is the close proximity of the World Heritage Site boundary, which limits the potential alignment and position that the on-slip will be able to take within design and safety standards.</p> <p>Taking these constraints into account, the lack of evidenced need and the additional environmental, land take and cost impacts of its provision, Highways England considers there is not sufficient justification for the provision of an additional slip road at Chiverton junction.</p> |  |
|           | <p><b>Section A, Chiverton to Chybucca:</b> PIL ID170 is concerned that the proposed Chybucca junction will encourage additional traffic on to the B3284 as a route to Truro.</p>  | <p>The transport modelling shows that there will be an increase in traffic flow through Shortlanesend as a result of the scheme. This route offers an alternative route between the A30 and Truro to the A390.</p> <p>Highways England is in discussion with Cornwall Council regarding the impact on the B3284 at Shortlanesend.</p>  | N/A  |
|           | <p><b>Noise pollution:</b> PIL ID170 is concerned that the raising of the road's alignment will cause higher levels of noise pollution through the valley, and requests additional screening on the Nanteague Farm side of the scheme.</p> | <p>Noise barriers will be installed as required to reduce or remove significant noise effects at various locations where sustainable to do so in accordance with Government noise policy.</p> <p>At Longcroft, Little Nanteague, the predicted noise increases are relatively and are not assessed as a significant noise effect; therefore, they do not require any noise screening.</p>  | N  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|           | <p><b>Road drainage and the water environment:</b> PIL ID170 is concerned about a new drainage pond near Allet.</p> <p>They are concerned that any excessive water being drained in to a stream that passes Little Nanteague and Longcroft may flood, causing isolation of dwellings and damage to both property and animal habitats.</p>        | <p>All of the runoff from the proposed A30 and the realigned side roads will be collected in the highway drainage and discharged to attenuation ponds. The attenuation ponds are designed to accommodate all of the road drainage within their footprint and then slowly release it to the nearest watercourse at what is known as the 'greenfield runoff rate', which is the same rate as water will naturally filter through the soil into the watercourse.</p> <p>This will not worsen or improve the existing drainage conditions on the surrounding land.</p>  | N/A  |
|           | <p><b>Local road network:</b> PIL ID170 is concerned about additional traffic on the B3284, potential blockages at Shortlanesend, and potential safety issues associated with this additional traffic when joining the road.</p> <p>PIL ID170 agrees with the proposed scheme of the existing A30 being connected to the local road network.</p> | <p>Transport modelling shows that there will be an increase in traffic flow through Shortlanesend as a result of the scheme. This route offers an alternative route between the A30 and Truro to the A390.</p> <p>Highways England is in discussion with Cornwall Council regarding the impact on the B3284 at Shortlanesend.</p>   | N/A  |
|           | <p><b>PEIR:</b> PIL ID170 is pleased that the assessment was undertaken, but feels it should be more 'open book'.</p>  | <p>It is noted that PIL ID170 supports the preparation of a PEIR.</p> <p>The document was made publicly available, detailing the initial findings and assessments carried out to ascertain the likely environmental impacts of the scheme. During statutory consultation, questions sought comments on the PEIR and the mitigation suggestions and comments on the proposed mitigation. A full Environmental Impact Assessment has been carried out since statutory consultation and includes a more detailed assessment, building on the information presented in the PEIR. The Environmental Statement (Volume 6, Document Reference 6.2) provides a comprehensive account of the assessment, including the likely impacts of the scheme and proposed mitigation measures to address these impacts. The</p> | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|---|--|
|           |   | Environmental Statement is provided in Volume 6 of the Development Consent Order application.   |  |
| PIL ID171 | <b>Principle:</b> PIL ID171 is supportive of the scheme in principle, as they feel it will reduce the 'rat run' currently caused when traffic levels are high. They are also pleased with the retention of the existing A30.  | It is noted that PIL ID171 supports the scheme in principle and recognises the benefits in terms of reduced rat running on local roads. It is noted that PIL ID171 is supportive of the retention of the existing A30.  | N/A  |
| PIL ID174 | <b>Visual impact:</b> PIL ID174 is concerned about the visual impact of the scheme. They currently cannot see the existing A30 highway, and feel the proposed scheme will be visible and will negatively affect their visual amenity.<br><br>They therefore request further information on landscaping and ways that the visual impact of the scheme will be reduced.   | As a result of the findings of the Landscape and Visual Impact Assessment in Chapter 7 of the Environmental Statement (Volume 6, Document Reference 6.2) the landscape mitigation measures including substantial areas of woodland, hedgerow and tree planting have been included where appropriate to integrate the scheme into the landscape and screen views of the scheme where appropriate. Full details of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Ref 6.3, Figure 7.6).  | Y  |
|           | <b>Noise pollution:</b> PIL ID174 is concerned that the proposed scheme may have a greater impact on noise levels than is currently forecast due to increased traffic levels.<br><br>PIL ID174 is also concerned about noise levels during construction, and expresses concern that the value of their property will be affected negatively during construction. They therefore request additional information on the effect that construction will have on their property. | Since statutory consultation further noise mitigation in the form of Cornish Hedgerows to reduce the effects from noise of the Chiverton roundabout has been introduced.<br><br>DMRB HD 213/11 recommends that road traffic noise is calculated under the prediction method described in Calculation of Road Traffic Noise (CRTN). The CRTN method is a mathematical calculation for the traffic noise level at a receiver. The calculation is based on the forecast traffic parameters and the distance and conditions between the highway and receiver. The traffic model takes into account the changes to traffic flow and speed associated with the proposed scheme.<br><br>The control of noise and vibration, using Best Practical Means (BPM) is incorporated within the Outline Construction | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|---|--|
|           |   | <p>Environmental Management Plan (CEMP, Volume 6, Document Reference 6.4). This will include the selection of quiet equipment, a review of programme and methodology to consider quieter methods, placing onsite equipment in appropriate locations, controlled working hours and the provision of acoustic enclosure screening where practicable.</p> <p>If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the Outline CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing.</p>  |  |
| PIL ID175 | <p><b>Principle:</b> PIL ID171 is supportive of the scheme in principle, as they feel it will reduce the 'rat run' currently caused when traffic levels are high. They are also pleased with the retention of the existing A30.</p> | <p>It is noted that PIL ID175 supports the scheme in principle and recognises the benefits with regard to reducing rat-running on local roads. It is noted that PIL ID175 is supportive of the retention of the existing A30.</p>   | N/A  |
| PIL ID185 | <p>Slip roads: PIL ID185 is concerned about the removal of the slip road from the A390 to A30 south towards Redruth, and the potential risk of traffic levels increasing causing hold ups and increased journey times.</p>          | <p>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport Report (Volume 7, Document Reference 7.4). The modelling shows that there will be no significant harmful impacts in relation to traffic queues at the Chiverton junction.</p> <p>A more detailed modelling assessment (using Junctions 9 software) of the proposed Chiverton junction shows there is sufficient highway capacity to meet the forecast demand in 2038. The assessment shows the new Chiverton design will significantly reduce queues compared to a scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form.</p> | N  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|---|--|
|           |   | <p>Provision of a segregated west-bound off-slip at the existing alignment is subject to two key constraints. First, there is a required minimum spacing distance of 450m between the on-slip roads for Chiverton junction and the A390. This is required in order to provide adequate space for vehicles to safely merge and diverge.</p> <p>A second constraint is the close proximity of the World Heritage Site boundary, which limits the potential alignment and position that the on-slip will be able to take within design and safety standards.</p>   |  |
|           | <p><b>Road height:</b> PIL ID185 is concerned that the increased height of the Chiverton roundabout will cause noise pollution, and will be visibly unattractive.</p>   | <p>This issue is considered in response to matters raised by PIL ID169 in Table 8-2.</p>  | Y  |
|           | <p><b>Noise pollution:</b> PIL ID185 is concerned that the additional noise levels produced by the scheme may have a negative effect on the quality of life for residents in the surrounding area.</p> <p>They suggest that cutting the road deeper into the ground may mitigate the noise generated.</p> | <p>Since statutory consultation, further noise mitigation has been introduced in the form of Cornish hedgerows to reduce the effects from noise of the Chiverton roundabout.</p> <p>Extensive mitigation measures will be designed into the scheme (including the Silverwell area around the proposed new Chiverton junction) to reduce noise impacts during operation.</p> <p>Noise barriers will be installed to reduce or remove significant noise effects at various locations where sustainable to do so, in accordance with Government noise policy. Provision of barriers will take account of engineering practicability, stakeholder consultation, benefit compared to cost, and other environmental impacts caused by the barriers.</p> | N/A  |
|           | <p><b>Noise mitigation:</b> PIL ID185 is pleased with the implementation of low noise tarmac in the scheme and hopes the quietest option is chosen.</p>   | <p>Highways England uses low noise surfacing as standard. Therefore, the proposed new A30 Chiverton to Carland Cross scheme will be treated throughout its entire length with Low</p>   | N/A  |

| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           |   | Noise Surfacing (LNS). This LNS provides a distinct reduction in the road traffic noise, which is caused by the tyre interaction with the road surface.  |  |
|           | <p><b>Lighting:</b> PIL ID185 is pleased that there will be no lighting along the length of the scheme and hopes this remains the case. Additionally, they suggest that cats' eyes are an appropriate method of lighting.</p> | <p>There will be no road lighting on the main route, or at the junctions. The scheme has been assessed on this basis.</p> <p>However, Highways England will include cats' eyes on the proposed scheme to provide additional safety and clarity for road users.</p> <p>For walking, cycling and horse riding (WCH), low level, motion sensitive lighting is proposed at WCH underpass at Chiverton, Church Lane and Carland Cross, as well as Trevalso underpass.</p> | N/A  |
|           | <p><b>Tree planting:</b> PIL ID185 would like to see trees planted at an early stage of construction to increase their chance of establishment and effectiveness as a noise mitigation measure.</p>                           | <p>The proposed landscape mitigation planting will be planted in the next available planting season following completion of the earthworks in any area. This is to ensure the early establishment of mitigation measures. Planting is not used as a noise mitigation measure as it is ineffective for this purpose. Full details of landscape mitigation measures are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> | N/A  |
|           | <p><b>Drainage:</b> PIL ID185 is concerned that the increase in hard materials associated with the scheme will increase runoff and may lead to flooding and pollution of private water supplies.</p>                          | <p>All of the runoff from the proposed A30 and the realigned side roads will be collected in the highway drainage and discharged to attenuation ponds. The attenuation ponds are designed to accommodate all of the road drainage within their footprint and then slowly release it to the nearest watercourse at what is known as the 'greenfield runoff rate', which is the same rate as water will naturally filter through the soil into the watercourse.</p>    | N/A  |



| Consultee | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|---|--|--|
|           |   | This will not worsen or improve the existing drainage conditions.  |  |
|           | <p><b>Traffic increase during construction:</b> PIL ID185 is concerned that if the A3075 to Newquay is disrupted during construction of the scheme, minor roads within Silverwell may be used as a diversion route, and that they do not have the capacity to cope with this potential increase in traffic.</p> | <p>As set out in Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared and support the DCO application (Volume 6, Document Reference 6.4, Appendix 16.1 and 2.1 respectively).</p> <p>These explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible. The draft Traffic Management Plan identifies the key areas where the works impact on the existing A30 traffic flow with solutions to phase the construction works in such a way as to minimise the disruption and impact on the travelling public.</p> <p>During the continued planning and development of the scheme, the overall objective will to ensure the safety road users, whilst minimising disruption to the public, businesses and visitor destinations.</p> | N/A  |
|           | <p><b>Construction:</b> PIL ID185 is concerned about levels of noise pollution during construction, and asks what mitigation measures will be in place for residents during the construction stage.</p>   | <p>The control of noise and vibration, using Best Practical Means (BPM) is incorporated within the Outline Construction Environment Management Plan (CEMP) (Volume 6, Document Reference 6.4). This will include the selection of quiet equipment, a review of programme and methodology to consider quieter methods, placing onsite equipment in appropriate locations, controlled working hours and the provision of acoustic enclosure screening where practicable.</p>   | N/A  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|---|--|
|           |  | If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the Outline CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing.  |  |
|           | <b>Timescales:</b> PIL ID185 is concerned about potential time overruns on the project, and asks what measures are taken to ensure timely completion of the scheme.  | The concern of PIL ID185 regarding the potential for delays or overruns to the project is noted.  | N/A  |
|           | <b>St Agnes to Truro:</b> PIL ID185 is concerned about the removal of the link from the B3277 to the A390 and suggests that an underpass or overpass would be an effective solution. They also note that traffic on Quay Downs Road may increase with residents of St Agnes using the road as more direct access to Truro. | <p>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport Report (Volume 7, Document Reference 7.4). The modelling shows that there will be no significant harmful impacts in relation to traffic queues at the Chiverton junction.</p> <p>A more detailed modelling assessment (using Junctions 9 software) of the proposed Chiverton junction shows there is sufficient highway capacity to meet the forecast demand in 2038. The assessment shows the new Chiverton design will significantly reduce queues compared to a 'do nothing' scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form.</p> <p>The suggestion of an additional north/south access could reduce traffic passing through the Chiverton junction, but the number of vehicles undertaking this manoeuvre does not justify the cost of constructing this or the environmental and land ownership impacts.</p> <p>The scheme has been subject to economic assessment in line with Department for Transport guidance (WebTAG). This assessment considers journey time benefits across the study</p> | N/A  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|---|--|
|           | <p><b>A30 access from Chybucca and Boxheater Junction:</b> PIL ID185 is concerned that there is no access to the new A30 at Chybucca or at Boxheater Junction, and feels that the additional traffic from new housing estates may cause a strain on the road system.</p> <p><b>Mitigation:</b> PIL ID185 is strongly in favour of planned mitigation measures such as wildlife crossings, woodland planting, hedgerows and low noise surfacing.</p> <p>Further, they note that tree planting should be done at the earliest possible opportunity in order to allow them time to establish and also so they are most effective as noise mitigation at the time of road opening.</p> | <p>area. Based on this assessment the scheme is shown to provide high value for money based on the current design.</p> <p>The non-provision of east facing slips is considered in response to the matters raised by Cornwall Council in Table 8-1 of this report.</p> <p>At Boxheater junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening scheme. Highways England is proposing to fund minor improvements to the junction to improve safety, and is in discussion with Cornwall Council regarding the extent of these improvements. There are no proposals to improve Cubert junction or Scotland Road as these are not affected by the scheme.</p> <p>It is noted that PIL ID185 is strongly in favour of the mitigation measures proposed.</p> <p>The proposed landscape mitigation planting will be planted in the next available planting season following completion of the earthworks in any area. This is to ensure the early establishment of mitigation measures.</p> <p>Full details of landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> | <p>N</p> <p>N/A</p>                              |
| PIL ID188 | <p><b>Noise pollution:</b> PIL ID188 is concerned about the potential increase in noise pollution created by the proposed scheme.</p>  | <p>A detailed noise assessment has been undertaken and the results are reported in the Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2)</p>   | N/A  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           | They would like information assuring that repairs to the road will be carried out using the same material.   | Low noise road surfacing is used as standard by Highways England.  |  |
|           | <b>Drainage and the water environment:</b> PIL ID188 is concerned that the proposed scheme will increase surface runoff, potentially causing flooding on their land.   | <p>The flood risk assessment is included within the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>All runoff from the proposed A30 and the realigned side roads will be collected in the highway drainage and discharged to attenuation ponds. Attenuation ponds are designed to accommodate road drainage within their footprint and then slowly release it to the nearest watercourse at what is known as the 'greenfield runoff rate', which is the same rate as water will naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council. This will not make the existing drainage conditions on the surrounding land any better or worse.</p> <p>One of the major likely effects of climate change in the UK is the increase in rainfall intensity and storms. The drainage system for the proposed A30 and side roads has therefore been designed to accommodate what is described as a 'one in 100-year flood event, in addition to a 40% increase in rainfall attributed to climate change. This is in accordance with the UK government advice on climate change, the DMRB and Cornwall Council's guidance on climate change.</p> | N/A  |
|           | <b>Traffic and transport:</b> PIL ID188 is concerned that slow moving traffic along the A390 during busy times will impact one lane of the proposed scheme, with excess traffic attempting to join the A390 towards Truro. | Traffic flows are forecast to reduce on the A390 to Truro from Chiverton Cross with the scheme in place. A reduction in traffic flows will realise journey time savings on this route; by 2038 – 15 years after the completion of the scheme, journey times will be 2m19s quicker westbound from Treyew Road roundabout to Chiverton Cross in the PM peak (15m12s compared to  | N/A  |

| Consultee | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------|--|--|--|
|           |  | <p>17m31s). In the morning peak, journey times will be 1m48s quicker eastbound into Truro with the scheme in place (13m38s compared to 15m26s).</p> <p>Overall across the whole traffic model study area, there will be significant benefits to the performance of the highway network with the scheme in place.</p>   |  |
|           | <p><b>Visual amenity:</b> PIL ID188 is concerned that the new Chiverton Cross roundabout will obscure the outlook and view of Silverwell Church from the A30 for approaching traffic. They feel that this will have a negative effect on the visual amenity of the area.</p> | <p>The new Chiverton junction location has been determined to provide a standard grade separated junction in accordance with the DMRB, whilst minimising the impact on local businesses, landowners, the World Heritage Site and to facilitate offsite construction whilst maintaining the existing major road network and junction during construction.</p>   | N/A  |
|           | <p><b>Biodiversity:</b> PIL ID188 is concerned about the project's effects on the local bat population.</p>  | <p>Ecological surveys were carried out to obtain a comprehensive baseline understanding of species along the route, including bats.</p> <p>The 33 multi-species crossings will adequately serve the wildlife and mitigate the impact of the scheme.</p> <p>Details of all the mitigation developed as part of the Environmental Impact Assessment are provided in Chapter 8 of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N/A  |

## 8.6 Matters raised by section 47 consultees and Highways England response

- 8.6.1 **Tables 8-3 to 8-11** provide a summary of matters raised in response to statutory consultation by the general public, who were consulted under 47 of the Act. For each matter raised, the regard had by Highways England to this matter is outlined in accordance with section 49 of the Planning Act 2008. It is identified if the matter raised resulted in a design change, did not result in a design change or was not relevant to a design change.
- 8.6.2 The matters raised are considered in relation to each question in the response form. In order to reduce repetition, matters that were raised in relation to the whole scheme (rather than specific sections A-C), were raised in response to more than one question, or which are general comments on the scheme, have been grouped into **Table 8-3** as scheme-wide responses.

**Table 8-3 Summary of responses and regard had to responses: scheme wide**

| Matters raised common to Section A-C and general comments on the scheme |  |   |  |
|---|--|---|--|
| Matters raised in response to consultation                              |  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
| Air Quality   | Support for the scheme due to reduced congestion from grade separated junctions and additional capacity, minimising emissions from stationary traffic.   | The support for the scheme, and the recognition of its benefits with regard to reducing congestion and improving capacity, is noted.  | N/A  |
|   | Suggestion that the scheme should contribute further to air quality mitigation and reducing the usage of polluting vehicles.   | The results of the air quality assessment are provided in Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2). No significant impacts of the scheme to air quality have been identified.  | N/A  |
|   | Suggestion that additional walking, cycling and horse riding (WCH) infrastructure would encourage increased participation of non-polluting means of travel, resulting in reduced emissions and improved air quality. | Highways England has considered measures to promote and support walking, cycling and horse riding (WCH) in Chapter 12 – Walking, Cycling and Horse Riding of the Environmental Statement (Volume 6, Document Reference 6.2). Highways England proposes to construct new infrastructure for WCH users as part of the scheme. The new infrastructure would benefit WCH travel, promote physical fitness and encourage sustainable travel, helping to reduce car usage and therefore congestion. | Y  |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Concern that development of the new A30 would result in additional vehicle use, which would exacerbate air quality issues within the vicinity of the scheme.                         | The results of the air quality assessment are provided in Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2). No significant impacts of the scheme to air quality have been identified  | N/A   |
|  | Concern that the scheme inadequately addresses negative impact on air quality due to insufficient mitigation.  | The results of the air quality assessment are provided in Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2). No significant impacts of the scheme to air quality have been identified The Environmental Statement, Chapter 5 Annex L provides an Air Quality Management Plan detailing the mitigation measures proposed to minimise air quality impacts during construction.<br><br>As set out in the mitigation measures outline in the Outline Construction Environmental Management Plan (CEMP) (Volume 6, Document Reference 6.4, Appendix 16.1), Highways England considers that the scheme would have no significant impacts on air quality.                               | N/A   |
| Cultural Heritage  | Concern that construction of junctions along the scheme's route would result in excessive land take, negatively impacting on the historic landscape and the communities in the area. | The effects of the scheme on designated and non-designated heritage assets, including the historic landscape (recognised in the Cornwall and West Devon Mining Landscape World Heritage Site designation) have been assessed in Chapter 6 – Cultural Heritage of the Environmental Statement (Volume 6, Document Reference 6.2). This chapter concludes that the scheme would have a slightly adverse permanent construction effect on the World Heritage Site.<br><br>Landscape mitigation measures, including the planting of substantial areas of woodland, hedgerow and trees, have been included, where appropriate, to integrate the scheme into the landscape and screen it from view (both during the day and at | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | <p>night). These measures have been identified following the findings of the Landscape and Visual Impact Assessment (LVIA), as reported in Chapter 7 of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Full details of the landscape mitigation measures are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> <p>The impact of the scheme on local communities is assessed in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), which concludes that while there may be slightly adverse effects to local communities during construction, the long term operation of the scheme would benefit local communities overall. It is also expected that there would be some benefit to the World Heritage Site during the operation of the scheme due to improved travel conditions for visitors, as detailed in the Statement of Common Ground with Cornwall Council (Volume 7, Document Reference 7.5)</p> |   |
| Biodiversity   | Support for the scheme as the long term social and economic benefits would outweigh the environmental consequences of the scheme.                                     | The support for the scheme and the recognition of its social and economic benefits is noted. Mitigation measures have been designed as part of the proposals to reduce the scheme's environmental impact.  | N/A   |
|  | Support for ecological mitigation proposed throughout the scheme, such as additional planting and multispecies crossings at the proposed green bridge at Marazanvose. | The support for this element of the scheme is noted.   | N/A   |



| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Support for Highways England's proposed ecological mitigation, based on the fact that the scheme would achieve a net ecological gain.  | The support for this element of the scheme is noted.   | N/A   |
|  | Suggestion that Highways England must provide all ecological mitigation as part of the scheme, rather than as retrospective development to ensure the deliverability of all aspects of the scheme. | Ecological mitigation has been designed as part of the scheme, and forms part of the application for the Development Consent Order (DCO). The mitigation measures would be implemented within the construction and implementation of the scheme.   | N/A   |
|  | Suggestion that Highways England should increase its level of ecological mitigation, as it is currently deemed insufficient for the scale of development.  | Ecological surveys were carried out to obtain a comprehensive baseline of species, as outlined in Chapter 8 – Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).<br><br>The proposed 33 multispecies crossings and other mitigation measures are considered sufficient to mitigate the impact of the scheme. | N   |
|  | Suggestion that planting of woodland, flowers, shrubbery and pollinators should be undertaken on the lateral verges of the scheme to offset ecological loss.                                       | Extensive woodland, species-rich grasslands and pollination strips are provided along the scheme's route.<br>Full details of the planting are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).   | N   |
|  | Suggestion that the promotion of WCH should be encouraged to minimise the amount of roadkill on the strategic and local road network.  | To promote WCH travel, four crossings reserved for pedestrians and non-motorised transport along the scheme's route are proposed.<br>33 multispecies crossings would adequately divert wildlife away from the new A30, and reduce the amount of roadkill on the strategic and local road network.                                    | Y   |
|  | Concern that the scheme would negatively impact the local ecology and environment due to increased traffic, vehicle emissions and agricultural land take.  | Air quality modelling throughout the scheme provided no predictions of negative effects on protected or sensitive habitats. The ecological impacts have also been fully mitigated through detailed design.   | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | Details of all the mitigation are provided in Chapter 8 of the Environmental Statement (Volume 6, Document Reference 6.2).   |   |
|  | Suggestion that multispecies crossings be implemented with diameters of 300mm rather than 260mm, and have an elevation at the central sub-terrain pipe to reduce the likelihood of blockages. Further suggestion for the installation of cameras for monitoring purposes. | All of the multi species crossings would exhibit a minimum diameter of 900mm.<br>Highways England would develop monitoring requirements post-construction.   | N   |
|  | Concern that 21 multispecies crossings over 8.7 miles (1 every 0.4 miles) is insufficient and the number of crossings should therefore be increased.  | Ecological surveys were carried out to obtain a comprehensive baseline understanding of species along the proposed route.<br><br>A total of 33 multispecies crossings would be provided throughout the scheme. Further details regarding mitigation are outlined in Chapter 8 – Ecology of the Environmental Statement (Volume 6, Document Reference 6.2). | N   |
|  | Concern that the scale of agricultural land acquisition required to fulfil the construction of the scheme would result in a net ecological loss.  | The overall gain or loss of habitats is provided in Chapter 8 – Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).   | N   |
| Landscape and Visual   | Support for the scheme, due to the fact that it would blend into the local scenery and therefore would not have a negative impact on the visual landscape.  | The support for the scheme on the basis of its minimal visual impact is noted.   | N/A   |
|  | Suggestion that residual land from the construction phase and previous junction location should be reinstated to its previous state, or adequately landscaped.  | Land that is temporarily used for the scheme but not required for the permanent mitigation would be reinstated to its former condition and returned to the landowner after construction of the scheme.<br><br>Full details of the planting are provided in the Environmental Master Plans, Figure 7.6 (Volume 6, Document Reference 6.3).                  | N   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>  |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| <p>Suggestion that Highways England should mitigate the visual impacts of the dual carriageway through increased woodland and vegetation planting along the length of the scheme to screen views of the scheme.</p> | <p>Landscape mitigation measures, including the planting of substantial areas of woodland, hedgerow and trees, have been included, where appropriate, to integrate the scheme into the landscape and screen it from views (both during the day and at night).</p> <p>These measures have been identified following the findings represented in Chapter 7 – Landscape of the Environmental Statement and Visual Impact Assessment (Volume 6, Document Reference 6.2).</p> <p>Full details of the landscape mitigation measures are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p>   | Y   |
| <p>Suggestion that additional screening is required to mitigate visual impact caused by solar panel developments adjacent to the westbound carriageway of the scheme.</p>   | <p>Landscape mitigation measures, including the planting of substantial areas of woodland, hedgerow and trees, have been included, where appropriate, to integrate the scheme into the landscape and screen the new road from views. It is not within the scope of the scheme to provide screening of the solar farm; however, as a consequence of the scheme mitigation, this may be achieved from some viewpoints.</p> <p>These measures have been identified following the findings of the Landscape and Visual Impact Assessment, provided in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Full details of the landscape mitigation measures are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> | N   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>   |  |   |
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| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that the proposed construction compounds and the land on the periphery of the scheme used for construction should be reinstated to their former state to minimise long term visual impacts. | <p>Cornish hedgerows are proposed where appropriate to the local character; some with grassed tops, and others with hedge on top.</p> <p>Highways England would incorporate hedgerows into the scheme to define new boundaries and tie into the existing field patterns. Full details of the planting are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p>   | Y   |
| Suggestion that WCH infrastructure and tree/flower planting should be incorporated into the route of the existing A30 to improve the visual landscape.   | The existing A30 is being retained as a road and would be adopted by Cornwall Council. Highways England would reinstate the landscape where required, addressing any disturbance caused.   | N   |
| Concern that the scale of development within a rural setting would result in a loss of tranquillity.   | <p>Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) considers noise impacts across the scheme study area, as defined in the Design Manual for Roads and Bridges (DMRB): HD 213/11, Revision 1.</p> <p>The noise contour maps in the Environmental Statement show how all areas alongside the scheme are affected by increases or decreases in noise. This includes rural areas affected by the scheme.</p> <p>As advised in the Planning Practice Guidance – Noise (DCLG, 2014), there is no specific guidance regarding tranquillity. Generally, however, for an area to be protected for its tranquillity it is likely to be relatively undisturbed by noise from human sources that undermine the intrinsic character of the area. Such areas are likely to be valued for their tranquillity already, and are</p> | N   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | <p>likely to be regarded as important for other reasons, including their landscape.</p> <p>The design for the scheme includes extensive mitigation measures to reduce the impact of noise during operation. This includes the alignment of the road and cuttings, use of low noise road surfacing and landscaped earthworks to reduce both visual and noise impact. Noise barriers would also be installed as required to reduce or remove significant noise effects at various locations where it is sustainable to do so, and where it is in accordance with Government noise policy. The use of noise barriers would depend upon a number of factors, including engineering considerations, the responses from stakeholder consultation, the benefit compared to the cost, and other environmental impacts caused by the barriers.</p> |   |
|  | <p>Concern that development of the scheme and potential use of lighting on the central reservation and junctions would exacerbate Cornish light pollution.</p> | <p>Following a lighting economic assessment in accordance with TA49/07 of the Design Manual for Roads and Bridges (DMRB), it has been concluded that lighting cannot be justified on the main carriageway, side roads and junctions due to cost effectiveness. Due to driver behaviour and five entrance/exits on the existing junction, the assessment has identified possible safety concerns at the new Chiverton junction. Consequently, Highways England proposes that ducting around the scheme's route would be provided to allow for potential future installation of lighting provided by Cornwall Council.</p> <p>Low level, motion-sensitive lighting is proposed at the three WHC underpasses at Chiverton, Church Lane, Newlyn Downs and at the Trevalso Lane side road underpass, so that these</p>                         | N   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | underpasses can be used by people and as crossings for local light-sensitive wildlife.  |   |
|  | Concern that the scheme would result in large-scale acquisition of agricultural land and development, negatively impacting the rural landscape in Cornwall. | <p>Highways England has designed the scheme to minimise land take, and to minimise the effects of severance and loss of field boundaries on the character of the landscape. These considerations were weighed against other factors and constraints when scheme was designed.</p> <p>Landscape mitigation measures, including the planting of substantial areas of woodland, hedgerow and trees, have been included, where appropriate, to integrate the scheme into the landscape and screen it from views (both during the day and at night).</p> <p>These measures have been identified following the findings of the LVIA, provided in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Full details of the landscape mitigation measures are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> | N   |
| Noise and Vibration  | Support for the construction of the scheme with the use of low noise surfaces to minimise negative impacts on residents and the natural setting.            | The support for this element of the scheme is noted.  | N/A   |
|  | Support for the development of the scheme due to the net decrease in noise pollution anticipated, in comparison to present noise emissions.                 | The support for the scheme is noted.  | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>   |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| <p>Suggestion that additional noise and vibration mitigation be implemented along the route of the scheme in the form of woodland planting and/or noise bunding embankments.</p>                                     | <p>The incorporated mitigation design has been updated since statutory consultation in response to feedback. The scheme design includes extensive mitigation measures to reduce noise impacts during operation, including the vertical alignment of the road, use of low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise.</p> <p>Noise barriers would be installed as required to reduce or remove significant noise effects at various locations where sustainable to do so in accordance with Government noise policy. Provision of barriers would take account of engineering issues, the outcome of stakeholder consultation, the benefit it would provide compared to the cost of installing it, and other environmental impacts caused by the barriers.</p> <p>With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantial and consistent noise mitigation.</p> <p>The Design Manual for Roads and Bridges (DMRB): HD 213/11, Revision 1 notes that: "The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation". Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.</p> | Y   |
| <p>Suggestion that noise pollution from the existing A30 was suppressed due to stationary traffic, and that consequently the alleviation of congestion would result in additional noise due to flowing vehicles.</p> | <p>The Department for Transport (DfT) s Road Investment Strategy (RIS1) sets out the need for improvement of the A30 between Chiverton and Carland Cross, in recognition of existing problems affecting the road such as congestion, delays and safety</p>   | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>  |   |   |
|---|---|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | <p>concerns. The need for reliable and free-flowing roads is also set out within the National Policy Statement for National Networks (NPSNN). Subsequently, the congestion experienced on the A30 is not considered an acceptable baseline against which to assess the scheme.</p> <p>The need for the scheme is supported by national policy and assessment of the noise impacts, as well as mitigation measures, is part of the scheme.</p> <p>Chapter11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) assessment has been undertaken in accordance with DMRB, HD213/11, which covers the various aspects of construction and operation of a highways scheme.</p> <p>Specifically, the assessment would cover daytime and night-time periods using Calculation of Road Traffic Noise (CRTN) prediction modelling for the scheme operation, and is required to use the Annual Average Weekday Traffic (AAWT) data. The noise assessment will reflect any changes in speed associated with more freely flowing traffic.</p> |   |
| Suggestion that promotion of cycling throughout the route of the scheme would result in fewer motor vehicles using the road, and therefore reduced noise pollution on the strategic and local road network. | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers public rights of way and WCH travel. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide enhanced travel and route connections for all WCH road users.   | N/A   |



| <b>Matters raised common to Section A-C and general comments on the scheme</b>   |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| <p>Concern that elevated alignment of the proposed A30 would disperse emitted noise over a greater distance, intensifying the noise impacts of the scheme.</p> | <p>The vertical alignment has been developed in accordance with the standards set out in the DMRB in order to: provide a safe road with sufficient visibility; follow the existing topography of the ground as much as practicable to generate an earthworks balance, and cause the least visual intrusion to local communities.</p> <p>The vertical alignment has been lowered around Marazanvose and Pennycomequick to accommodate the concerns of local communities and improve the earthworks' balance on the scheme.</p> <p>Extensive mitigation measures would be designed into the scheme to reduce noise impacts during operation, including the alignment and cuttings, low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise. Noise barriers would be installed as required to reduce or remove significant noise effects at various locations where sustainable to do so in accordance with Government noise policy. Provision of barriers would take account of engineering practicability, stakeholder consultation, benefit compared to cost, and other environmental impacts caused by the barriers.</p> <p>While there are predicted increases in road traffic noise level across areas of countryside as a result of the scheme, most of these increases are of a small magnitude that would not be assessed as significant. More detail on the noise assessment undertaken for the scheme is provided in Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | Y   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>   |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| <p>Concern that free-flowing traffic and the increased capacity of the proposed A30 would increase background noise levels, negatively impacting the setting of the Cornish countryside.</p> | <p>The noise assessment undertaken for the scheme is provided in Chapter 11 – Noise and Vibration (Volume 6, Document Reference 6.2). While there are predicted increases in road traffic noise level across areas of countryside as a result of the scheme, most of these increases are barely perceptible at all, and would not be assessed as significant.</p> <p>The design for the scheme includes extensive mitigation measures to reduce the impact of noise during operation. This would include the alignment of the road and cuttings, use of low noise road surfacing and landscaped earthworks to reduce both visual impact and noise. Noise barriers would also be installed as required to reduce or remove significant noise effects at various locations where it is sustainable to do so, and where it is in accordance with Government noise policy. The use of noise barriers will depend upon a number of factors, including engineering considerations, the response from stakeholder consultation, the benefit compared to cost, and other environmental impacts caused by the barriers.</p> | N/A   |
| <p>Concern that the mitigation of noise through the planting of non-mature trees would be inadequate and ineffectual in meeting their purpose.</p>   | <p>The use of trees as an acoustic screen to minimise noise is generally ineffective, and does not provide substantial and consistent noise mitigation.</p> <p>The DMRB, HD 213/11, Revision 1 notes that: “The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation”. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.</p>   | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | As detailed in Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2), the design for the scheme includes extensive mitigation measures to reduce the impact of noise during operation. This would include the alignment of the road and cuttings, use of low noise road surfacing and landscaped earthworks to reduce both visual impact and noise.  |   |
|  | Concern that the operational and construction phases of the scheme would exacerbate noise pollution, negatively impacting on residential dwellings near the scheme. | As detailed in Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2), there is the potential for temporary noise impacts during construction at the nearest noise-sensitive receivers to the scheme works. Best Practicable Means (BPM) in respect to controlling noise and vibration is assumed as incorporated mitigation within the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1).<br><br>This would include the selection of quiet equipment, the review of the programme and methodology to consider quieter methods, the location of equipment on site, control of working hours and the provision of acoustic enclosure screening where practicable. If situations arise where despite the implementation of BPM, the noise exposure exceeds the criteria defined in the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1), the main contractors may offer noise insulation or ultimately temporary re-housing. | N/A   |
|  | Concern that the proposed dual carriageway being constructed on previously undeveloped agricultural land would result in the loss of tranquillity in the area.      | Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) considers noise impacts across the scheme study area, as defined in the DMRB, HD 213/11, Revision 1. The noise contour maps in the   | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>                              | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>Environmental Statement show how all areas along the proposed scheme are affected by increases or decreases in noise. This includes undeveloped agricultural land affected by the scheme.</p> <p>As advised in the Planning Practice Guidance – Noise (DCLG, 2014), there is no specific guidance regarding tranquillity. Generally, however, for an area to be protected for its tranquillity it is likely to be relatively undisturbed by noise from human sources that undermine the intrinsic character of the area. Such areas are likely to be valued for their tranquillity already, and therefore regarded as important for other reasons, including their landscape.</p> <p>The design for the scheme includes extensive mitigation measures to reduce the impact of noise during operation. This includes the alignment of the road and cuttings, use of low noise road surfacing and landscaped earthworks to reduce both visual impact and noise.</p> <p>Noise barriers would also be installed as required to reduce or remove significant noise effects at various locations where it is sustainable to do so, and where it is in accordance with Government noise policy. The use of noise barriers would depend upon a number of factors, including engineering considerations, the response from stakeholder consultation, the benefit compared to cost, and other environmental impacts caused by the barriers.</p> |   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| People and Communities   | Support for the construction of the proposed A30 as the scheme would improve connectivity, economic prosperity and job creation, resulting in retention of a younger and more balanced demographic. | The support for the scheme, and the recognition of its economic benefits, is noted.  | N/A   |
|  | Suggestion that public wellbeing, both physical and mental, would be improved by an increased provision of WCH infrastructure due to increased participation in physical activity.                  | One of the objectives of the scheme is to support the use of sustainable modes of transport, in recognition of the benefits of active travel in terms of health, wellbeing and the environment. The scheme includes provision for WCH to encourage active forms of travel, as outlined in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2). Following statutory consultation, Highways England has incorporated increased provision of WCH infrastructure into the scheme, including provision of a WCH link to the west of the new Chiverton junction and a cycleway connection to the east of Carland Cross. Further information regarding WCH provision and effects on WCH users can be found in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) | Y   |
|  | Suggestion that Highways England should increase compensation for landowners and communities whose economic viability and standard of living is affected by the scheme.                             | All necessary land acquisition would be considered by Highways England in accordance with its relevant Compensation Code and discussions with the District Valuer, as detailed in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2).   | N/A   |
|  | Concern that the statutory consultation process was inadequate in meeting community needs as it was part of a predetermined process, and that the consultation did not influence the scheme.        | Every response to the statutory consultation has been read and considered by Highways England, and responses to the matters raised are provided in this section of the Consultation Report. The changes to the scheme that came about as a result of consultation are detailed in this chapter of the report, which also covers where an issue was raised that did not result in a change to the scheme's design.  | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | <p>Carrying out pre-application consultation is a statutory requirement of the Planning Act 2008. The compliance of the consultation with the Planning Act 2008 will be assessed by the Planning Inspectorate upon submission of the DCO application. This report has been prepared to demonstrate that the consultation met the requirements of legislation, namely consulting the required consultees for the required statutory timescales, and providing sufficient due regard to their responses.</p> <p>The changes to design and mitigation which resulted from the consultation are summarised in Chapter 8 of this report.</p>   |   |
|  | Concern that the construction of the proposed A30 would act as a barrier to north/south travel within Cornwall, severing community links and negatively impacting WCH connectivity. | <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the construction phase of the scheme is anticipated to lead to a variety of effects on the local WCH network, as a result of the proposed scheme main carriageway or side roads severing existing routes.</p> <p>In all cases, realignment or diversion of these local routes is proposed, utilising new side roads, overbridges and junctions where possible to maintain access for users. Overall, during construction there is likely to be a short-term and slightly adverse effect, which is not considered to be significant.</p> | N/A   |
|  | Concern that a disproportionate amount of negative impacts from the scheme, such as community severance and congestion, would be endured by local communities                       | The scheme would create benefits for the local and wider community, as well as tourists, through improved road safety, journey reliability and reduced congestion. While it is recognised   | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | while they have limited or no access to the proposed A30, and that the proposed scheme would benefit those travelling through Cornwall, while bringing a disadvantage to the permanent Cornish population.  | that local communities in proximity to the scheme may experience negative impacts, mitigation measures have been designed to reduce potential impacts, including severance.<br><br>A full assessment of impacts on local communities, businesses and the tourist industry is provided in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2).   |   |
|  | Concern that construction of the proposed A30 would require a large amount of previously undeveloped agricultural land.   | An Agricultural Impact Assessment (AIA) has been undertaken to quantify the scheme's land take both temporarily and permanently, describing any agreed mitigation. The AIA, provided in the Environmental Statement, Appendix 12.5 (Volume 6, Document Reference 6.4), assesses the impact of the scheme on land use and assesses impacts on individual farm units (plots) forming part of a farm holding, taking into account agricultural land quality and the likely impact on its functionality in terms of severance and access. | N   |
|  | Concern that congestion at Wheal Rose has resulted in the relocation of an agricultural vehicle compound at Trewellard Farm at Scorrier.  | This location is outside of the boundary of the scheme and refers to a site on the local road network approximately 3 miles west of the scheme, and therefore Highways England cannot make specific comment on this issue.  | N/A   |
| Road Drainage and the Water Environment  | Support for Highways England's increased provision of attenuation ponds throughout the scheme to manage surface runoff and flood risk.  | The support for this element of the scheme is noted.  | N/A   |
|  | Suggestion that suitable drainage provision (including additional attenuation ponds) and permeable materials should be provided on the proposed A30 to prevent flooding and traffic accidents due to surface water accumulation from impermeable road surfaces. | The road surfaces are designed so that there is sufficient fall to avoid any pooling of surface water. All runoff from the proposed A30 and the realigned side roads would be collected in the highway drainage through filter drains (made up of permeable material), surface water channels and kerb drainage. This water   | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | <p>is then discharged to attenuation ponds. The design of the attenuation ponds is such that they can accommodate all of the road drainage within their footprint and then slowly release it to the nearest watercourse at what is known as the 'greenfield runoff rate', which is the same rate as water would naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council.</p> <p>This would not make the existing drainage conditions on the surrounding land any better or worse.</p>  |   |
|  | Concern that cars involved in traffic collisions may enter attenuation ponds adjacent to the proposed A30, resulting in increased risk of drowning and issues of safety.  | Assessments show that the scheme would improve road safety in comparison to that of the existing road. Attenuation ponds are a commonly used drainage structure, which are not associated with specific additional risks to road users. As stated in Chapter 13 – Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2), attenuation ponds are generally dry, filling with water during periods of heavy rain, and are not situated immediately off the highway, due to the highway verge and landscaping buffers. An assessment has resulted in vehicle restraint systems (e.g. barriers) located in higher risk sections of the scheme. | N/A   |
| Geology and Soils  | Suggestion that the proposed A30 should be constructed to withstand climate change and extreme weather events, through the use of permeable underlying materials to mitigate standing surface water and drainage. | One of the major likely effects of climate change in the UK is the increase in rainfall intensity and storms. The drainage system for the proposed A30 and side roads has therefore been designed to accommodate what is described as a '1 in 100 year' flood event, in addition to a 40% increase in rainfall attributed to climate change. This is in accordance with Government advice on climate change, the DMRB and Cornwall Council's guidance on climate change.  | N   |



| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Materials  | Suggestion that the proposed A30 should utilise materials which are both future and weatherproof, and should therefore be able to withstand inclement weather conditions whilst safeguarding road users' safety. | As stated in Chapter 10 – Materials of the Environmental Statement (Volume 6, Document Reference 6.2) suitable materials to be used in construction would be developed in accordance with the Highways England Specification for Highway Works, which would ensure that the contractor would have regard to the nature of the materials and the need to protect from deterioration through weather conditions.  | N   |
|  | Suggestion that low noise surfacing be incorporated throughout the scheme to mitigate negative noise impacts.  | The proposed new A30 would be treated throughout its entire length with Low Noise Surfacing (LNS). This LNS provides a distinct reduction in the perceived road traffic noise, which is caused by tyres' interaction with the road surface, from constant flowing traffic.  | N/A   |
| Climate Change   | Support for the scheme due to reduced congestion at major junctions, therefore reducing carbon emissions and the junctions' contributions to climate change.   | The support for the scheme, and the recognition of its benefits with regard to reducing congestion, is noted.   | N/A   |
|  | Concern that development would lead to an increase in the amount of motor vehicle journeys along the A30, contributing further to climate change.  | The updated User Carbon Assessment, located in Chapter 14 – Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2), outlines a decrease in carbon emissions as a result of the scheme. This is due to the traffic model which, despite showing an increase in the total number of kilometres travelled as a result of the scheme compared to the baseline case, also predicts a reduction in congestion in the study area. The benefit of reduced congestion outweighs the carbon emissions associated with the extra distance travelled. | N   |
| Traffic and Transport  | Support for the scheme as it would help achieve more predictable journey times within the county.  | The support for the scheme, and the recognition of its benefits with regard to improving journey time reliability, is noted.  | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>  |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Support for the design of the proposed junction due to increased road user visibility and safety.   | The support for this element of the scheme and the recognition of its benefits with regard to improved road safety is noted.   | N/A   |
| Support for the scheme, as it would achieve a safer road network for all road users.  | The support for the scheme, and the recognition of its benefits with regard to improving road user safety, is noted.   | N/A   |
| Support for upgrading the Strategic Road Network to a dual carriageway system, as additional capacity and increased HGV overtaking would alleviate current congestion issues. | The support for the scheme, and the recognition of its benefits with regard to reducing congestion and improving capacity, is noted.   | N/A   |
| Support for the scheme due to its alleviation of traffic congestion currently experienced on the existing A30 and major junctions.  | The support for the scheme, and the recognition of its benefits with regard to reducing congestion, is noted.  | N/A   |
| Support for the scheme due to the mitigation of road users' safety at major junctions on the proposed A30 through the implementation of slip roads.                           | The support for the scheme, and the recognition of its benefits with regard to improving road user safety, is noted.   | N/A   |
| Suggestion that additional WCH infrastructure should be implemented within the scheme to reduce reliance on motorised transport.  | Since statutory consultation, WCH connections have been added at Chiverton junction, Marazanvose and from the existing Carland Cross junction to Mitchell. In total, seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to enhance and improve the connections of WCH journeys. An assessment of the scheme with regard to public rights of way is provided in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2). | Y   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>   |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that traffic speeds are too high, and that variable speed limits should be implemented on the proposed A30 to manage traffic flow during poor weather or to minimise congestion following collisions. | The proposed A30 has been designed to the standards laid out in the DMRB. The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph. It has not been deemed necessary to design the road for variable speed limits.   | N/A   |
| Concern that the scheme would be ineffective in mitigating existing issues around traffic and transport.   | The traffic modelling undertaken to assess the scheme shows that across the overall network, there would be a decrease in both the distance travelled and the minutes travelled when compared to the scenario in which the proposed scheme was not implemented and the existing A30 remained in its current form. In terms of journey times, there would be improvements in most journey times along the A30, east/west and north/south across the A30.<br><br>Further detail on the traffic modelling and transport benefits of the scheme is provided in the Transport Report (Volume 7, Document Reference 7.4). | N/A   |
| Concern that the proposed A30 would act as a barrier for north/south movements, inhibiting transport links within the county.  | North/south movements would be made easier through the reduction in the amount of traffic on the existing A30 and on the majority of local roads. For WCH road users, seven new routes of public rights of way are proposed, enhancing existing routes and providing improved connections for north/south movements.  | N/A   |
| Concern that traffic speeds on the existing A30 are too high for current junction designs. Suggestion that junction layouts should be amended or speed limits reduced to improve road user safety.               | The proposed A30 and its associated junctions have been designed to the standards laid out in the DMRB. The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph.  | N   |
| Concern that proposed junction arrangements would not alleviate congestion on the A30 or on roads in the immediate vicinity of major junctions.  | All junctions have been designed to accommodate 2038 traffic conditions, informed by traffic modelling. The scheme will improve journey times and reliability on the proposed A30, while  | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |   |   |
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| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | bringing overall enhancement of traffic conditions on the retained existing A30 and connecting local roads, with the majority of traffic directed to the main dual carriageway.   |   |
|  | Objection to the scheme due to the fact that there are currently no traffic issues on the existing A30 or Chiverton Cross Junction.  | <p>The need for the scheme is recognised in the Government's first Road Investment Strategy (RIS1), which commits to improving the A30 between Chiverton and Carland Cross.</p> <p>As detailed in the Transport Report (Volume 7, Document Reference 7.4), assessment of the existing road operation demonstrates that there are issues with congestion and delays on the road, particularly during peak season of the tourist industry during summer months.</p> <p>There are also road safety concerns, particularly at junctions, and when accidents occur which block or impede the flow of traffic, there is no alternative direct route, which results in queues or diversions to minor roads inappropriate for such traffic flow. The road is expected to operate above its intended capacity by 2022. The scheme aims to reduce congestion, improve safety and will provide an alternative direct route through retention of the existing A30, upgrading the capacity and resilience of the road.</p> | N/A   |
| Economics  | Support for the economic benefits the proposed A30 would bring to Cornwall, such as increased investment due to accessibility, improved economic prosperity and enhancement of the tourism industry. | Support for the scheme and recognition of the economic benefits is noted.   | N/A   |
|  | Support for the scheme due to the fact that the removal of the negative perception of traffic congestion would result in a net increase in tourist numbers.  | The support for the scheme, and the recognition of its benefits with regard to reducing congestion and supporting the tourist economy is noted.   | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>   |  |   |
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| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that the scheme should adopt an efficient construction strategy to ensure proposed mitigations such as multispecies crossings are implemented at the correct time, reducing retrospective construction impacts and further expenditure. | Highways England seeks to achieve efficiency in delivering the proposed scheme. Opportunities to deliver works together would be sought, where feasible and physically achievable.   | N/A   |
| Concern that with competing economic interests within Cornwall, such as cuts to healthcare and education, expenditure on the A30 cannot be justified.  | The scheme is funded by Highways England not Cornwall Council.<br><br>The economic appraisal of the scheme shows that the scheme provides significant economic benefits, resulting from the improvement in the performance of the A30 achieved by the scheme. The proposed scheme produces a benefit cost ratio (BCR) in excess of 3, which represents 'high value for money'.   | N/A   |
| Concern that the construction of the scheme would exacerbate negative perceptions of tourism in Cornwall and increase background noise, resulting a net loss in the amount of tourists visiting Cornwall.  | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers tourism and recreation effects. There would be short term and temporary adverse effects along and in close proximity to the proposed alignment of the A30 scheme route, which could cause a perceived reduction in wider accessibility across the region as a tourism destination, particularly during the summer peak.<br><br>Best practice construction techniques would be used to help reduce and avoid where practicable any likely adverse impacts. Details are provided within the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1).<br><br>With the establishment of planting and other proposed mitigation measures, the effects would be reduced in most cases in the longer term. | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | Once the scheme is completed and operational, access to the identified receptors would be maintained and improvements in travel conditions achieved by the scheme would improve accessibility in the study area and beyond. This would be particularly beneficial at peak times during summer months when congestion is often experienced, which could help remove a perceived barrier to tourism and accessibility to facilities and services with associated wider economic benefits. Overall, there are likely to be slight benefits to all receptors in terms of accessibility. |   |
|  | Concern that the onset of Brexit and instability of EU funding would prevent the proposed scheme from coming to fruition.   | Highways England is progressing this DCO application on the basis that it is affordable, feasible and deliverable. EU funding is secured as part of this scheme and it has already been allocated.  | N   |
| Principle of Development   | Support for the scheme.   | The support for the scheme is noted.  | N/A   |
|  | Support for the scheme due to the fact that it is overdue to be realised.   | The support for the scheme and the recognition of its need is noted.  | N/A   |
|  | Support for the scheme due to the alleviation of congestion, the reduction in the amount of traffic accidents and the increase in the reliability of journey times on the proposed A30 that the scheme would achieve. | The support for the scheme, and the recognition of its benefits with regard to reducing congestion, improving journey time reliability and improving road user safety, is noted.  | N/A   |
|  | Suggestion that retrofitting the existing A30 would have been a better option than constructing a new road network due to reduced land take.  | As detailed in the Scheme Assessment Report (Volume 7, Document Reference 7.6), the 'offline' solution of a new stretch of dual carriageway provides benefits of: reduced air quality and noise impacts to properties along the existing road; less disruption during construction; a potentially safer, quicker and cheaper construction period, and opportunities to reuse the existing road for local connectivity and non-motorised transport.  | N   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>  |   |   |
|---|---|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | In comparison, an 'online' solution was found to have several disadvantages, including increased construction impacts, limited capacity to accommodate current design standards for a dual carriageway without going substantially 'off-line' in locations, and potentially increased traffic flow on local routes, particularly at Zelah, removing the possibility of creating a continuous local route by downgrading the existing A30. |   |
| Concern that junction arrangements and the proposed A30 would inadequately cope with future demand, requiring future retrofitting.  | All key junctions have been assessed individually to ensure they are able to cope with the predicted traffic flows for the design year of the scheme, 2038. All of the junctions would be able to accommodate the required capacity according to the traffic model in the year 2038, and it is predicted no retrofitting would be required.   | N/A   |
| Concern that not providing east facing slip roads would result in reliance on the existing A30, defeating the principle of development.   | The lack of provision of east facing slip roads is considered in response to the matters raised by Cornwall Council in Table 8-1 of this report.  | N   |
| Concern that the return of the existing A30 to Cornwall Council jurisdiction would result in deterioration of the road because of perceived incompetence and the risk of ongoing mismanagement. | The maintenance of the existing A30 would be transferred to Cornwall Council. Cornwall Council would maintain the road to the required standard in line with its statutory duties as the local highway authority.   | N/A   |
| Concern that construction of the dual carriageway through rural land would result in wildlife severance.  | Ecological surveys were carried out to obtain a comprehensive baseline understanding of species along this route. It is considered that 33 multispecies crossings and other measures would adequately serve the wildlife and would mitigate the impacts of the scheme. Measures proposed to mitigate wildlife severance are outlined in Chapter 8 – Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).            | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |  |   |
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| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Concern that transport models are based on a 15% population increase, which is lower than the projected population growth within Cornwall Council's local plan, and that capacity on the road would therefore be reached. | <p>The traffic forecasts for the scheme have been developed in line with established DfT methodology (known as WebTAG), and using the latest Road Traffic Forecasts (RTFs) and the National Trip End Model (TEMPRO) to provide overall traffic growth for Cornwall as a region.</p> <p>In addition, information of current and future development in the vicinity of the Truro, Newquay, Redruth and Camborne areas has been sourced from the Cornwall Council Local Development Plan. This information is included in the traffic forecast model to take account of anticipated development.</p> <p>Further detail on the traffic modelling is provided in the Transport Report (Volume 7, Document Reference 7.4).</p> | N/A   |
|  | Opposition to the scheme due to the lack of need for the proposed A30 and sufficient capacity continuing on the existing A30.   | <p>Observed transport data shows that the A30 currently struggles at peak times to cope with the existing traffic flows, and that key junctions on the route exceed capacity. The need for the scheme has been recognised in the first Road Investment Strategy (RIS1), which committed to improving the A30 between Chiverton and Carland Cross in recognition of existing issues affecting the reliability and safety of the road.</p> <p>The scheme assessment work has demonstrated that the scheme is forecast to provide high value for money and meet the objectives set by Highways England.</p>   | N/A   |
|  | Objection to the proposed scheme.   | The objection to the scheme is noted.  | N/A   |
| Carbon Emissions   | Support for the scheme due to the fact that junction layouts and additional carriageway capacity would reduce congestion, resulting in reduced CO2 emissions.   | Support and recognition for this element of the scheme is noted.   | N/A   |



| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |  |   |
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| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Suggestion that increased promotion and provision of WCH infrastructure would reduce motorised traffic, therefore reducing CO2 emission levels. | As outlined in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), Highways England has considered measures to promote and support WCH travel. Highways England is proposing to construct new WCH infrastructure as part of the scheme. The new infrastructure would benefit WCH travel, promote physical fitness and encourage sustainable travel, helping to reduce levels of motorised travel and therefore congestion.<br><br>Furthermore, the updated User Carbon Assessment, provided in Chapter 14 – Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) indicates a reduction in carbon emissions as a result of the scheme. This is due to the traffic model which, despite showing an increase in the total number of miles travelled as a result of the scheme compared to the baseline case, also predicts a reduction in congestion in the study area. The benefit from this reduction in congestion outweighs the carbon emissions associated with the extra distance travelled. | N/A   |
|  | Concern that the scheme would increase car usage, therefore increasing CO2 emission levels.   | The updated User Carbon Assessment, located in Chapter 14 – Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) indicates a reduction in carbon emissions as a result of the scheme. This is due to the traffic model which, despite showing an increase in total number of kilometres travelled as a result of the scheme compared to the baseline case, also predicts a reduction in congestion in the study area. The benefit from this reduction in congestion outweighs the carbon emissions associated with the extra distance travelled.   | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |  |   |
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| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Construction Impacts   | Support for the retention of the existing A30 and the construction of the new A30 with an offline plan to reduce traffic congestion during the construction phase. | The support for this element of the scheme, and recognition of the benefits of an 'offline' construction, is noted.  | N/A   |
|  | Suggestion that construction should be phased during winter months to minimise impacts on summer traffic resulting from tourism.                                   | Outline Construction Environmental Management Plan and draft Traffic Management Plan have been prepared and support the DCO application (Volume 6, Document Reference 6.4, Appendix 16.1 and 2.1 respectively). They explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible. The draft TMP identifies the key areas where the works impact on the existing A30 traffic flow, with solutions to phase the construction works in such a way as to minimise the disruption to and impact on the travelling public. During the continued planning and development of the scheme, the overall objective would be ensuring the safety of the travelling public and the workforce whilst minimising disruption to the public, businesses and visitor destinations. | N/A   |
|  | Suggestion that construction compounds should be moved further from residential dwellings and villages to reduce disruption and risk of theft.                     | Highways England has incorporated buildability advice from a main works contractor in developing the Preliminary Design, and this includes identifying the locations of the construction compounds.<br><br>As well as the main compounds at the eastern and western ends of the scheme, there are compounds for materials storage and compounds located adjacent to structures to enable their construction which must be close to the structures. It is not expected that any compounds will have significant effects on residents. Activities are managed in the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1).   | N   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>   |  |   |
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| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| <p>Suggestion that the construction of WCH infrastructure and multispecies crossings at an early phase of construction of the scheme would minimise impacts due to minimal retrospective construction.</p> | <p>Highways England seeks to achieve efficiency in delivering the scheme. Opportunities to deliver works together would be sought, where feasible and physically achievable.</p> <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) demonstrates a planned approach to the management of public rights of way during the construction of the scheme to ensure public safety while minimising disruption to road users.</p> <p>It is Highways England's intention to keep the majority of public rights of way open via local management, early re-provision and/or use of short term, temporary closures in order to balance the risks to the public against the potential disruption that removing such a risk would cause.</p> <p>Through consultation with Cornwall Council, a hierarchy of mitigation has been agreed, which reflects this approach and seeks to manage closures where possible (e.g. managed crossing and/or early re-provision) retaining rights of way as per current routes and seeking to minimise the effect on users.</p> | N/A   |
| <p>Concern that construction would inhibit access to essential facilities/amenities such as the Royal Cornwall Hospital and Richard Lander Secondary School.</p>   | <p>An Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1) and draft TMP have been prepared and support the DCO application (Volume 7, Document Reference 6.4). These explain the issues and proposed measures to help ensure any potential adverse impacts during construction are mitigated or avoided where possible.</p>   | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>                         |  |   |
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| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>The draft TMP identifies the key areas where the construction works impact on the existing A30 traffic flow, with solutions to phase the construction works in such a way as to minimise the disruption and impact on the travelling public. During the continued planning and development of the scheme, the overall objective would be ensuring the safety of the travelling public and the workforce whilst minimising disruption to the public, businesses and visitor destinations.</p> <p>Assessment of the impacts of the scheme on local communities is provided in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2).</p>  |   |
| Concern that night-time construction would negatively impact communities in the vicinity of the works. | <p>Working hours would be set out in the DCO. As detailed in the draft DCO (Volume 3, Document Reference 3.1), it is expected that working hours would be in the region of 07:30 to 19:30, Monday to Saturday between 1 March to 31 October, and 07:30 to 18:00 between 1 November to 28 February, and 08:00 and 13:00 on Sunday.</p> <p>Some limited night-time working would be required for specific construction activities, such as: traffic management; bridge beam lifts; demolition operations, and for works related to when the new road ties into the existing road. Any night-time working would be subject to a Section 61 Agreement with Public Protection (Noise Officer) at Cornwall Council.</p> <p>An Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1) and draft TMP have been prepared and support the DCO application (Volume 7, Document Reference 6.4). They explain the issues and proposed measures to help ensure any</p> | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |   |   |
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| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | potential adverse impacts during construction are mitigated or avoided where possible.  |   |
|  | Concern that background noise during the construction phase would increase, resulting in increased disruption. | There is the potential for temporary impacts during construction at the nearest noise-sensitive receptors to the scheme works. BPM in regard of controlling noise and vibration is assumed as incorporated mitigation within the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1). This would include selection of quiet equipment, review of the programme and methodology to consider quieter methods, location of equipment on site, control of working hours, and the provision of acoustic enclosure screening where practicable. If situations arise where despite the implementation of BPM, the level of noise exposure exceeds the criteria defined in the Outline CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing.                 | N/A   |
|  | Concern that construction impacts would increase traffic flow and congestion on the local road network.        | An OCEMP (Volume 6, Document Reference 6.4, Appendix 16.1) and draft TMP have been prepared and support the DCO application (Volume 7, Document Reference 6.4). They explain the issues and proposed measures to help ensure any potential adverse impacts during construction are mitigated or avoided where possible. The draft TMP identifies the key areas where the works impact on the existing A30 traffic flow, with solutions to phase the construction works in such a way as to minimise the disruption and impact on the travelling public. During the continued planning and development of the scheme, the overall objective would be ensuring the safety of the travelling public and the workforce whilst minimising disruption to the public, businesses and visitor destinations. | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |  |   |
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| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Concern that dust from construction of the new A30 would negatively impact solar panel farms' production.  | As part of the planning application, Highways England has prepared an Outline CEMP ((Volume 6, Document Reference 6.4, Appendix 16.1). It includes best practice dust mitigation measures which would be implemented during construction. With these measures in place, it is considered there would be no significant impact from dust during the construction of the scheme.   | N/A   |
| Design and Routing   | Suggestion that the existing A30 should have been retrofitted rather than constructing an off-plan dual carriageway to reduce the amount of agricultural land acquisition. | As detailed in the Scheme Assessment Report (Volume 7, Document Reference 7.6), the 'offline' solution of a new stretch of dual carriageway provides benefits of: reduced air quality and noise impacts to properties along the existing road; less disruption during construction; a potentially safer, quicker and cheaper construction, and opportunities to reuse the existing road for local connectivity and WCH travel.<br><br>In comparison, an 'online' solution was found to have several disadvantages, including increased impacts from construction, limited capacity to accommodate current design standards for a dual carriageway without going substantially 'offline' in locations, and potentially increased traffic flow on local routes particularly at Zelah, removing the opportunity to create a continuous local route by downgrading the existing A30. | N/A   |
|  | Suggestion that electric charging points for non-polluting vehicles should be incorporated into the design of the scheme to ensure future requirements are met.            | The existing electric charging points at Carland Cross services would be maintained. A new rest area is proposed off the B3277 at Chiverton, and the provision of electric charging points at this rest area, and at Chiverton services, would be considered.  | Y   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>   |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that a greater number of laybys and rest areas along the proposed A30 should be provided to minimise driver fatigue.  | The location and spacing of laybys on the proposed A30 is in accordance with the DMRB. Following feedback from the consultation responses an additional rest area has been included off the B3277, near Chiverton.  | Y   |
| Suggestion that a previously designed route to the north of Marazanvose is preferred to the current preferred route, due to the fact that it would reduce negative economic and community impacts. | <p>The preferred route was selected following a comparative assessment of the options to identify the best performing route taking into account various impacts, including but not limited to land acquisition, business impacts, cultural heritage, visual impact and noise.</p> <p>The southern option at Marazanvose was selected as the preferred option, as it mitigated impacts on the landscape and historic setting of Chiverton Registered Park and Garden; it required less land take, and it avoided the severance of Marazanvose Hamlet between the old and new A30 roads. Details of the route assessment process are provided in the Scheme Assessment Report (Volume 7, Document Reference 7.6) and the Route Selection Report (Volume 7, Document Reference 7.7).</p> | N/A   |
| Suggestion that all proposed underpasses be at least 5.3m in height to allow the movement of agricultural vehicles and HGVs on the local road network.   | All vehicular underpasses/bridges crossing the proposed A30 have been designed to accommodate the maximum legal height of HGVs, up to a minimum height of 5.3m plus allowance for the vertical alignment. This will allow for the movement of agricultural vehicles.  | N/A   |

| Matters raised common to Section A-C and general comments on the scheme  |  |  |
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| Matters raised in response to consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
| Suggestion that the scheme should be future-proofed by constructing three-lane carriageways and wider bridges to minimise the likelihood of having to retrofit at a later stage. | <p>Traffic modelling shows that in the scheme design year forecast (2038), there would not be sufficient demand for three lanes of carriageway in each direction. Therefore, there is no justification for such measures to be included in the design, taking into account the significant environmental, land take and cost implications of doing so.</p> <p>Beyond the 2038 design year it is difficult to predict changes in forecast traffic flows, as there are a number of unknown factors that could impact on traffic growth. It is not standard practice to develop traffic forecasts beyond the scheme design year, which in the case of this section of the A30 is 2038. Details of the traffic modelling and forecasting are provided in the Transport Report (Volume 7, Document Reference 7.4).</p>  | N  |
| Suggestion that additional junctions along the proposed A30 should be provided to improve connectivity between the local and Strategic Road Network.                             | <p>Retaining a safe, accessible and fit-for-purpose side road network is a key requirement of the scheme, particularly the north/south connectivity across the route of the scheme.</p> <p>This has been achieved by including: three junctions at Chiverton (with the A390, A3075, B3277 and the existing A30), Chybucca (B3284) and Carland Cross (A39); four north/south crossings at Tresawsen, Trevalso, Tolgroggan and Pennycomequick; and four dedicated WCH crossings at Chiverton, Church Lane, Marazanvose and Newlyn Downs. The Chiverton WCH underpass and the use of the Marazanvose green bridge by WCH has been provided in response feedback from the public and stakeholder consultation.</p> <p>The existing A30 has been retained parallel to the proposed A30 as a local route. This connects to the three junctions with the proposed A30 at Chiverton, Chybucca and Carland Cross.</p> | Y  |



| <b>Matters raised common to Section A-C and general comments on the scheme</b>  |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Concern that the scale of agricultural land acquisition is too large, and therefore that routing further south would reduce land take.  | <p>The preferred route was selected following a comparative assessment of the options to identify the best performing route taking into account various impacts, including but not limited to land acquisition, business impacts, cultural heritage, and visual and noise impact.</p> <p>Details of the route assessment process are provided in the Scheme Assessment Report (Volume 7, Document Reference 7.6) and the Route Selection Report (Volume 7, Document Reference 7.7).</p> <p>An AIA has been undertaken to quantify the scheme's land take both temporarily and permanently, describing any agreed mitigation.</p> | N   |
| Concern that the lack of provision of hard shoulders and fewer laybys would increase the probability of stationary traffic on the A30 carriageway.                            | The proposed A30 has been designed to the standards laid out in the DMRB. For rural dual carriageways like the A30, in place of a hard shoulder, laybys are required to be located along the length of the scheme's route to provide safe stopping places for motorists. The location and spacing of these laybys is dictated by the DMRB.   | N/A   |
| Concern that the gradient of slip roads on the proposed A30 would reduce visibility at all three proposed junctions, inhibiting safe access to and usage of the road network. | The proposed A30 has been designed to the standards laid out in the DMRB. The junctions comply with these standards to give appropriate visibility on all slip roads and side roads to provide adequate braking distance and reaction time.  | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>   |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Concern regarding vertical alignment, given that high-sided vehicles would become increasingly susceptible to strong winds, impacting on road user safety.   | The proposed A30 has been designed to the standards set out in the DMRB, and would be screened as required with woodland planting. If it becomes apparent that there are issues with high crosswinds along this stretch of the A30, then appropriate signage would be installed to warn motorists to drive with caution.  | N/A   |
| Concern that the length of the slip roads of the new A30 junctions are too short and may result in stationary traffic backing up onto the A30 carriageway, impacting on the safety of road users.                  | The proposed A30 has been designed to the standards laid out in the DMRB. All junctions comply with these standards to give appropriate visibility on all slip roads and side roads to provide adequate braking distance and reaction time.<br>Furthermore, traffic modelling and forecasting has been undertaken during development of the scheme, as detailed in the Transport Report (Volume 7, Document Reference 7.4). The traffic model shows that there would be no issues with queuing back onto the A30 in the design year of 2038, when more traffic is predicted to be on the roads than at present. | N/A   |
| Concern that the proposed A30 would have a greater vertical alignment than the existing A30. Suggestion that the existing A30 should always be lower in order to reduce the amount visual distractions to drivers. | The vertical alignment has been developed in accordance with the standards set out in the DMRB in order to provide a safe road with sufficient visibility, follow the existing topography of the ground as much as practicable to generate an earthworks balance, and to reduce the visual impact on local communities as much as practicable.<br><br>Following feedback received during statutory consultation, the vertical alignment has been lowered around Marazanvose and Pennycomequick to improve the scheme's earthworks balance and accommodate the requests of local communities.                    | Y   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b>  |   |   |
|---|---|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Concern that straight alignment of the proposed A30 would result in drivers travelling on the road at increased speeds, impacting on road user safety.  | The proposed A30 has been designed to the standards laid out in the DMRB. The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph.  | N/A   |
| Concern that the location and scale of development would have a negative visual impact on the surrounding setting and countryside.  | Landscape mitigation measures, including the planting of substantial areas of woodland, hedgerow and trees, have been included, where appropriate, to integrate the scheme into the landscape and screen it from views (both during the day and at night).<br><br>These measures have been identified following the findings of the Landscape Visual Impact Assessment (LVIA) location in Chapter 7 –Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).<br>Full details of the landscape mitigation measures are provided in the Environmental Master Plans, Figure 7.6 (Volume 6, Document Reference 6.3). | N   |
| Concern that east facing slips are not included within the Chybucca junction design. Reasons cited for the need for east facing slips are: <ul style="list-style-type: none"> <li>• The significant demand from Perranporth traffic (including summer tourist traffic);</li> <li>• Access to the A30 for residents of Shortlanesend and Perranporth; and</li> <li>• Improved connectivity on the local road network.</li> </ul> | The lack of provision of east facing slips is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.   | N   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Walking, Cycling and Horse Riding (WCH)  | Suggestion that segregated cycle lanes should be incorporated in accordance with Policy IAN 195/16 and Highways England's Strategy for Cycling. | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers impacts on public rights of way and WCH, taking into account relevant planning and transport policy.<br>Highways England is not currently committed to providing segregated cycle lanes along the main carriageway of the proposed A30, as cyclists will be prohibited from using this section of the road. New segregated cycle paths would be provided at the main junctions of the proposed A30 to connect existing routes.  | N   |
|  | Suggestion for additional WCH infrastructure to be incorporated throughout the scheme to improve WCH connectivity and a north/south corridor.   | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) consider public rights of way and WCH. Where it is necessary to block public rights of way for construction activities, the provision of alternatives routes/diversions would ensure that access across the proposed A30 is maintained at key points during operation. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. An underpass would be provided to the west of the proposed Chiverton junction (reference PR2) to facilitate a WCH crossing (north/south). | Y   |
|  | Suggestion that more electronic bike infrastructure should be provided to ensure future demand is met.  | The enhancement suggested sits outside of the DCO process.  | N   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Suggestion that the number of cyclists travelling in the vicinity of the scheme would likely increase during construction due to traffic, and therefore that a north/south link should be implemented during the early stages of construction. | <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) demonstrate a planned approach to the management of public rights of way during the construction of the scheme to ensure public safety while minimising disruption to users.</p> <p>A number of impacts are identified during construction; however, it is Highways England's intention to keep the majority of public rights of way open via local management, early re-provision and/or use of short term, temporary closures in order to balance the risks to the public against the potential disruption that removing such a risk would cause.</p> <p>Through consultation with Cornwall Council, a hierarchy of mitigation has been agreed, which reflects this approach and seeks to manage closures where possible (e.g. managed crossing and/or early re-provision) retaining rights of way as per current routes and seeking to minimise the effect on users.</p> | Y   |
|  | Suggestion that WCH tracks should be retrofitted to include fencing to prevent livestock from interacting with WCH.  | The enhancement suggested sits outside of this DCO application.  | N   |
|  | Suggestion that the development of WCH infrastructure should be undertaken within the scheme and not reliant on Designated Funds to ensure deliverability.   | As detailed in the Environmental Statement, Chapter 12 – People and Communities (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the scheme would include seven new public rights of way routes, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way.  | N/A   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>                              |  | <b>Regard had to response under Section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | Provision of an additional WCH link at the location of the existing Chiverton Roundabout is being considered under Designated Funds outside of the remit of the scheme.  |   |
|  | Concern that WCH provision is inadequate throughout the length of the scheme.                                | <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) consider public rights of way and WCH.</p> <p>Seven WCH crossings are proposed as part of the scheme, including an underpass west of Chiverton junction and use of the green bridge for WCH at Marazanvose, both of which have been incorporated into the scheme following feedback received during statutory consultation. Due to the reduction in the amount of traffic on the existing A30, favourable conditions would enable increased and safer WCH travel.</p> | N   |
|  | Concern that the proposed A30 would act as barrier for active travel and recreational cycling in the County. | As outlined in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to WCH. The speed limit on the existing A30 would remain 60mph; however, traffic model forecasts indicate that the majority of traffic would transfer to the proposed A30 from the existing A30, significantly reducing the amount of traffic on the existing A30, with the potential for a substantial reduction of severance along the existing A30. These benefits would facilitate improved conditions for WCH along the existing A30.  | N   |

| <b>Matters raised common to Section A-C and general comments on the scheme</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>                              |   | <b>Regard had to response under Section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Concern that the road safety of WCH users on the local and Strategic Road Network would be not be sufficient.   | As outlined in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) consider public rights of way and WCH. All diverted or new routes would be designed to be safe for all users.  | N/A   |
|  | Concern that WCH would be discriminated against through the lack of provision of WCH infrastructure and prohibition of WCH from using the proposed A30. | <p>The existing A30, which will remain available for WCH users, would be more attractive, suitable and safe for those journeys to be made when compared to the proposed A30, which would host heavy, free-flowing traffic.</p> <p>WCH users of the existing A30 would experience improved travel conditions as well as the provision of new routes as part of the scheme, and as such, it is considered that the desire of WCH users to use the new A30 would be limited.</p> <p>It is considered both reasonable and essential in safety terms that the proposed A30 does not serve WCH users.</p> | N/A   |
| Statutory Undertakers  | Suggestion that Highways England should be aware that major gas and electrical pipelines (sub-terrain) exist within the Chybuca to Truro area.          | This has already been designed into the utility diversion works that would take place as part of the scheme.  | N/A   |

**Table 8-4 Summary of responses and regard had to responses: Section A Chiverton to Chybucca**

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?</b> |  |   |     |
|---|--|---|-----|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b>   |     |
| Air Quality   | Concern that the extra distance (1.5km) from the A30 Chiverton junction to Truro on the A390 would exacerbate air quality issues due to additional vehicle emissions.  | The results of the Air Quality Assessment, provided in Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) identify that the scheme would have no significant impacts on air quality. Although the scheme would result in an increase in the total number of kilometres travelled compared to the baseline case, a reduction in congestion means that the total amount of carbon emissions would be reduced and the level of air quality improved. The benefit from this reduction in congestion outweighs the carbon emissions associated with the extra distance travelled.   | N/A |
|   | Concern that Chiverton junction would have negative impacts on air quality in Silverwell due to increased vehicle use and the proximity of the junction to Silverwell. | Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) details the assessment undertaken to identify potential effects on air quality resulting from the scheme. With regard to residential receptors, grouped as those north of the A30, those on the A30 and those south of the A30, there is not expected to be any significant permanent effects relating to air quality during operation of the scheme, including within Silverwell.<br><br>However, the assessment of construction effects finds that there could be impacts on residential receptors within 200m of the scheme in construction assessment section 1 (Chiverton), particularly from dust. Subsequently, mitigation to minimise this impact is required. Best practice mitigation measures would be implemented as specified in the Outline Construction Environment Management Plan (Volume 6 Document Ref 6.4 Appendix 16.1). With this mitigation implemented, it is | N/A |



| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | considered there would be no significant effects on Silverwell through construction.   |   |
|  | Concern that Section A of the construction of the scheme (Chiverton junction) would result in additional airborne dust, exacerbating local air quality issues.                        | The results of the Air Quality Assessment, provided in Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) identify that the scheme would have no significant impacts on air quality.<br>The Outline CEMP ((Volume 6, Document Reference 6.4, Appendix 16.1) provides further detail on the mitigation measures provided to minimise the amount of airborne dust produced during the construction phase.           | N/A   |
| Cultural Heritage  | Support for the proposed layout of Chiverton junction due to the fact that the design would not cause any negative impacts to the World Heritage Site located adjacent to the scheme. | The support for this element of the scheme is noted.   | N/A   |
|  | Field owned by PIL ID23 adjacent to the B3277 road (right hand side) formally used as a camp prior to D Day. Suggestion to rename the field 'Camp Field'.                             | The naming of private land is outside of the remit of Highways England.  | N/A   |
| Biodiversity   | Suggestion for increased provision of tree planting and pollinators on verges to increase the amount of ecological benefits along Section A of the scheme.                            | The landscape and ecology mitigation measures include substantial areas of woodland, hedgerow and tree planting, species-rich grassland and wildflower pollinator strips. These have been included where appropriate to integrate the scheme into the landscape and screen views of the scheme where appropriate. Full details of the landscape mitigation are provided in the Environmental Master Plan (Figure 7.6, Volume 6, Document Reference 6.3). | Y   |
|  | Concern that the construction of Section A of the scheme would have a detrimental impact on local bat populations.  | The proposed route would have no direct effects on bats within Section A of the scheme. However, where there are potential disturbance effects to roosts, mitigation under a European Protected Species Licence would be provided.   | N/A   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | <p>No significant foraging habitat would be lost within Section A, and any identified crossing points have suitable bat underpasses. During construction, any crossing points would be mitigated with dead hedging.</p> <p>Further details on the impacts on bat populations are outlined in Chapter 8 – Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).</p>      |   |
| Landscape and Visual   | Suggestion that altering the Chiverton junction layout to reduce the elevation of the east/west carriageway, and/or have the junction carriageway (as opposed to the main carriageway) as the elevated section, would result in a lower degree of visual intrusion. | The new Chiverton junction location was determined to provide a standard grade-separated junction in accordance with the DMRB, whilst minimising the impact on local businesses, landowners, the World Heritage Site and also to facilitate offline construction while maintaining the existing Major Road Network (MRN) and junction during construction.                                   | N   |
|  | Suggestion that lost boundary fencing lost at Trevisson Park could be adequately replaced by tree planting, while mitigating visual impact of construction.   | Highways England will incorporate hedgerows into the scheme to define new boundaries and tie into the existing field patterns. Full details of the planting are provided in the Environmental Master Plan (Volume 6, Document Reference 6.3, Figure 7.6).  | N/A   |
|  | Concern that vertical alignment of the A30 and Chiverton Cross Junction would increase the visual impact on surrounding villages such as Silverwell and Blackwater.   | <p>Since statutory consultation, 1.8m Cornish hedgerows have been added along the main carriageway and side roads of the proposed A30. Detail of extensive woodland and planting is provided in the Environmental Masterplan (Volume 6, Document Reference 6.3).</p> <p>Since consultation, it has been confirmed that there would be no lighting on the proposed A30 and its junctions.</p> | Y   |
|  | Concern that vertical alignment of the A30 and the Chiverton Cross Junction would negatively impact on the  | As a result of the findings of the LVIA, provided in Chapter 7 – Landscape of the Environmental Statement (Volume 6,   | Y   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | setting and surrounding landscape of St Peters Church, which is within the proximity of the Chiverton Cross Junction. | Document Reference 6.2), the landscape mitigation measures, including substantial areas of woodland, hedgerow and tree planting, would be included where appropriate to integrate the scheme into the landscape and screen views of the scheme where appropriate. Woodland screening at Chiverton junction would mitigate visual impact on the Church as detailed in the Environmental Master Plan, Figure 7.6 (Volume 6, Document Reference 6.3).<br>Since consultation, it has been confirmed that there would be no lighting on the proposed A30 and its junctions. |   |
|  | Concern that the scheme would negatively impact on the landscape surrounding Silverwell.                              | Landscape mitigation measures, including the planting of substantial areas of woodland, hedgerow and trees, have been included, where appropriate, to integrate the scheme into the landscape and screen it from views.<br>These measures have been identified following the findings of the LVIA, provided in Chapter 7 – Landscape (Volume 6, Document Reference 6.2).<br>Full details of the landscape mitigation are provided in the Environmental Master Plan, Figure 7.6 (Volume 6, Document Reference 6.3).   | Y   |
|  | Concern regarding the loss of existing woodland on plot 999/8 adjacent to Chiverton Cross Junction.                   | The red line has been brought closer to the works in this location to avoid impacts on the property as much as is possible.<br>Woodland planting has been added to the B3277 road to screen the property. Full details of the landscape mitigation are provided in the Environmental Master Plan, Figure 7.6 (Volume 6, Document Reference 6.3).   | Y   |
| Noise and Vibration  | Suggestion that altering the junction layout at Chiverton so that the main carriageway is at the lower level and the  | This issue is considered in response to matters raised by PIL ID169 in Table 8-2 of this report.   | N/A   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | junction carriageway at the upper level would reduce noise impacts on the adjacent communities of Silverwell and Blackwater.   |  |   |
| Road Drainage and the Water Environment   | Concern that the construction of the proposed A30 would result in the severance of private water supplies to two residents in Blackwater and Silverwell.   | As part of Chapter 12 – Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2), the impact of the scheme on private water supplies has been assessed. Where private water supplies are affected, these would be reinstated. This would be provided in advance of the construction phase of the scheme, in order to prevent any negative impacts on personal or agricultural operations.<br>The exact solution will be confirmed at the detailed design stage.   | N/A   |
|   | Concern that surface water from Chiverton junction would cause additional flooding of adjacent agricultural land and impact on communities and the ford in Silverwell.                                   | All of the runoff from the proposed A30 and the realigned side roads would be collected in the highway drainage and discharged to attenuation ponds. The design of the attenuation ponds is such that they can accommodate all of the road drainage within their footprint and then slowly release it to the nearest watercourse at what is known as the 'greenfield runoff rate', which is the same rate at which water would naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council. | N/A   |
| Traffic and Transport   | Support for the proposed grade-separated junction arrangement of Chiverton junction due to the mitigation of traffic congestion resulting from a reduction in the existing amount of stationary traffic. | The support for the proposed grade-separated junction arrangement of Chiverton junction is noted.  | N/A   |
|   | Support for the construction of Chiverton junction due to the fact that road user safety would be improved   | Support for the construction of Chiverton junction due to an improvement in road under safety is noted.  | N/A   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?</b>  |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| because of the split-level design and the availability of slip roads.  |   |   |
| Suggestion that a segregated slip road connecting the A390 to A30 westbound would reduce traffic congestion on the A390 and Chiverton junction.  | This issue is considered in the response to matters raised by Cornwall Council in Table 8-1 of this report.   | N   |
| Suggestion that an additional north/south access across the new A30 should be provided separately to the Chiverton Cross junction to connect from the B3277 to the A390 in order to reduce congestion on Chiverton junction and improve connectivity between Truro and St Agnes. | <p>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport Report (Volume 7, Document Reference 7.5). The modelling shows that there would be no significant harmful impacts in relation to traffic queues at the Chiverton junction.</p> <p>The suggestion of an additional north-south access could reduce traffic passing through the Chiverton junction. However, results from the traffic model show that a maximum of 6% of traffic travelling northbound from the A390 from Truro would travel to the B3277, and a maximum of 6% of traffic travelling southbound from the B3277 from St. Agnes would travel to the A390 to Truro.</p> <p>This level of traffic flow therefore does not justify the cost, or the environmental and land ownership impacts of constructing this proposed link across the new A30.</p> <p>The scheme has been subject to economic assessment in line with Department for Transport guidance (WebTAG). This assessment considers journey time benefits across the study area. Based on this assessment the scheme is shown to provide high value for money based on the current design</p> | N   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Suggestion for improvements to be made to public transport and park and ride schemes within the proximity of the Chiverton junction to decrease dependency on cars for travel. | Public transport and park and ride provision is not a responsibility of Highways England, and is outside of the remit of the scheme. Subsequently, Highways England cannot comment any further on this matter.   | N/A   |
|  | Suggestion that Chiverton junction should be constructed with longer slip roads to reduce congestion and avoid stationary traffic building up on the A30 carriageways.         | The slip roads have been developed in accordance with the standards set out in the DMRB.<br>Traffic modelling undertaken during development of the scheme, as detailed in the Transport Report (Volume 7, Document Reference 7.4) shows that the scheme would have a significant impact in relation to traffic queues at Chiverton junction. The Junction would have sufficient highway capacity to meet the forecast demand in 2038, and the assessment shows that the new Chiverton design would significantly reduce queues compared to a scenario in which the scheme was not implemented and the existing A30 remained in its current form. | N   |
|  | Suggestion that Chiverton junction should be constructed with longer slip roads to discourage congestion and avoid stationary traffic building up on the A30 carriageways.     | The slip roads have been developed in accordance with the standards set out in the Design Manual for Roads and Bridges.<br><br>Traffic modelling undertaken during development of the scheme (as detailed in the Transport Report - Volume 7, Document Reference 7.4) shows that the scheme would not result in significant harmful impacts in relation to traffic queues at Chiverton junction.<br><br>The junction would have sufficient highway capacity to meet the forecast demand in 2038, and the assessment shows that the new design would significantly reduce queues compared to a 'Do  | N   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b>                               |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Minimum' scenario, in which the proposed scheme is not implemented and the existing A30 remains in its current form.  |   |
| Suggestion that the construction of a Truro bypass would alleviate traffic congestion on the proposed Chiverton junction.                              | This scheme relates to improving the existing A30 and its scope does not include the construction of additional roads, such as a Truro Bypass. This is a matter for the local highway authority.  | N   |
| Suggestion for no traffic lights to be implemented on the Chiverton Cross Junction to increase traffic flow.   | <p>Traffic lights are not proposed at the junction. Detailed assessment work has been undertaken for potential design options for Chiverton junction and has been assessed both with signalling and without signalling.</p> <p>The results show that without signalling, Chiverton junction is forecast to operate within capacity based on forecast traffic flows until 2038.</p> <p>Subsequently, Chiverton junction has been designed to operate without traffic signals. However, it has been designed to ensure that signals could be added in the future if required.</p> | N/A   |
| Suggestion that an increased provision of WCH infrastructure would mitigate traffic congestion through the reduction of traffic at Chiverton junction. | <p>Since statutory consultation, additional WCH connections have been added at Chiverton junction, Marazanvose and in connection from the existing Carland Cross to Mitchell. In total, seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way.</p> <p>The nature of trips undertaken on the A30 is typically long-distance for leisure and tourism. As such, the potential for sufficient modal shift to have a tangible effect on congestion at</p>                          | Y   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | Chiverton is limited, even if significant investment was made in infrastructure.  |   |
|  | Concerns that current junction layout at Chiverton Cross is unsafe for all road users.   | As detailed in the Transport Report (Volume 7, Document Reference 7.4) it is recognised that there are road safety issues at the existing Chiverton Cross Roundabout. The scheme would result in improvements to road safety both at the new Chiverton junction and across the scheme generally.  | N/A   |
|  | Concerns that current Chiverton Cross Junction is excessively congested.   | As detailed in the Transport Report (Volume 7, Document Reference 7.4) it is recognised that there is a problem with congestion at the existing Chiverton Cross Roundabout. The proposed scheme would provide increased road capacity and reduce congestion, leading to improved journey times and journey reliability.   | N/A   |
|  | Concerns that the design of the proposed Chiverton Cross would inadvertently increase congestion on the A390 to/from Truro.              | As detailed in the Transport Report (Volume 7, Document: Reference 7.4) traffic flows are forecast to reduce on the A390 to Truro from Chiverton Cross with the scheme in place. A reduction in traffic flows would realise journey time savings on this route; by 2038, journey times would be 2m19s quicker westbound from Treyew Road Roundabout to Chiverton Cross in the PM peak (15m12s compared to 17m31s). In the morning peak, journey times would be 1m48s quicker eastbound into Truro (13m38s compared to 15m26s).<br>Overall there would be significant benefits to the performance of the highway network with the scheme in place. | N/A   |
|  | Concerns that congestion on the Chiverton Cross Junction would lead to stationary traffic backing up on to the new A30 main carriageway. | This issue is considered in the response to matters raised by Cornwall Council in Table 8-1 of this report.   | N/A   |
|  | Concerns that not providing east facing slips would worsen traffic congestion at Chiverton Cross due to lack                             | Traffic modelling has been undertaken during the development of the scheme, as detailed in the Transport Report (Volume 7,  | N   |



| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | of alternative routes such as; the B3284 from Chybucca to Perranporth; and the B3284 from Shortlanesend to Truro.  | Document Reference 7.4). This shows that there would be no significant harmful impacts to traffic queues at the Chiverton junction without the east facing slips at the Chybucca junction.<br><br>Not providing east facing slip roads is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.  |   |
|   | Issue that office premises providing 240 jobs at Trevisson Park would result in additional traffic movements on the existing A30 when accessing the proposed Chiverton junction.         | The traffic forecasts for the scheme have been developed in line with established Department for Transport methodology, using the latest Road Traffic Forecasts and the National Trip End Model to provide overall traffic growth for Cornwall as a region.<br><br>In addition, information on current and future development in the vicinity of Truro, Newquay, Redruth and Camborne has been sourced from the Cornwall Council Local Development Plan. This information was included in the forecast to take account of expected development. Further information of the traffic model is provided in the Transport Report (Volume 7, Document Reference 7.4). | N/A   |
| Economics   | Suggestion that providing a north/south WCH link at Chiverton Cross/adjacent surroundings would be more cost effective if built during initial construction rather than retrospectively. | The WCH crossing provided across the new A30 to the west of the new Chiverton junction will be constructed as part of the scheme.  | Y   |
|   | Suggestion that cycle link at Chiverton junction would enhance the economic performance of small businesses in Blackwater and St Agnes.  | A WCH crossing to the west of the new Chiverton junction has been provided as part of the scheme.<br>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers the impact of the scheme on local businesses.   | Y   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b>   |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Those that would experience reduced accessibility are situated off the Chiverton roundabout. Businesses would experience an increased journey length of around 1km for vehicles using the existing A30. However, the benefits to journey times and journey time reliability would likely offset this impact. The premises not only serve A30 users but the local communities and visitors who utilise their services by accessing local roads.  |   |
| Suggestion that the cost of providing a WCH link at the Chiverton junction/adjacent surrounding would be minor in comparison to the £290 million the scheme is anticipated to cost.  | A WCH crossing to the west of the new Chiverton junction has been provided as part of the scheme in response to consultation.   | Y   |
| Concerns that current proposals would deter north/south WCH access across the A30, resulting in reduced numbers of WCH visitors to public houses either side of the new A30 such as; The Railway Inn; The Hawkins Arms; The St Agnes Hotel, The Miners Arms; and The Old School Bar & Kitchen. | The traffic model used to assess the impact of the scheme showed an overall reduction in traffic flows on the local roads near the A30. That would result in local roads experiencing, on average, less traffic. Those conditions would be appropriate in terms of community severance, the movement of people, and road user safety. Therefore, the scheme would promote WCH to the benefit of local businesses such as the public houses located either side of the new A30. Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers the impact of the scheme in further detail. In addition, a further WCH underpass would be provided to the west of Chiverton junction improving connectivity. | Y   |
| Concerns that relocation of Chiverton junction would result in the detachment of businesses located within the existing service area of Chiverton Cross Junction.  | The commercial properties / businesses identified within the area are not considered to be particularly sensitive to amenity changes. It is however considered that once the scheme is operational, it would bring accessibility benefits to many of the existing businesses situated along and near to the A30.  | N/A   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?</b>  |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers commercial property and businesses. Access arrangements would be maintained during construction to all identified commercial properties and businesses. Key services would be signed subject to discussion and agreement between Highways England and Cornwall Council.</p> <p>Those that would experience reduced accessibility are situated off the Chiverton roundabout, which would experience an increased journey length of around 1km for vehicles existing the A30. However, the benefits to journey times and journey time reliability would likely offset this impact. It should also be noted that those premises not only serve A30 users but the local communities and visitors who utilise their services by accessing local roads. As such, there are expected to be slight beneficial impacts overall, with no likely significant effects on commercial properties and businesses.</p> |   |
| Concerns that construction of the scheme would result in the devaluation of residential properties located in Silverwell and St Allen.   | Loss of value as a result of the operation of the scheme due to physical impacts (such as noise) may be subject to compensation after the opening of the scheme.  | N/A   |
| Concerns that increased noise and congestion from construction and increase in noise and pollution during the operational phase of the new A30 would cause negative impacts on The Chiverton Caravan Park. | The caravan park is located adjacent to the existing carriageway and currently experiences operational noise levels considered as 'minimal'. The proposed scheme would result in slight increases in noise level predicted as a result of changing traffic patterns on non-scheme roads, but these are sufficiently minor that only a relatively small area of the park is likely to be affected. The scheme would reduce the amount of congestion on this stretch of the A30, and would result in significantly less requirement for   | N/A   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b>   |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | drivers to accelerate and brake, which contributes to the lowering of noise levels.   |   |
| Concerns that construction of a WCH link at Chiverton Cross should be delivered as part of the scheme and not through designated funds.                          | A WCH crossing to the west of the new Chiverton junction has been provided as part of the scheme.<br>Provision of an additional WCH link at the location of the existing Chiverton Roundabout is being considered under Designated Funds outside of the remit of the A30 scheme.  | Y   |
| Concerns that additional road distances between Chiverton junction and A390 would not result in a futureproofed design, but instead relocate congestion impacts. | Traffic modelling shows that there would be no significant harmful impacts in relation to traffic queues at the Chiverton junction. This modelling has been undertaken during the development of the scheme, as detailed in the Transport report (Volume 7, Document Reference 7.4).<br><br>A more detailed assessment of the proposed Chiverton junction shows there is sufficient highway capacity to meet the forecast demand in 2038. It also shows that the new Chiverton design would significantly reduce queues compared to a scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form.<br><br>The traffic modelling to assess the scheme shows that the scheme provides significant journey time benefits compared to the do minimum scenario, in which the proposed scheme is not implemented and the existing A30 remains in its current form.<br><br>The additional road distances between the A390 and Chiverton do have an impact on some of the traffic flows, but Chiverton has been designed so the junction can cope with the 2038 forecast traffic flows. | N/A   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Carbon Emissions   | Concerns that junction arrangements at Chiverton Cross on to A390 would result in extra 1.5km travelled by motorised vehicles, causing additional carbon emissions. | <p>An updated user carbon assessment, located in Chapter 14 - Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) indicates a reduction in carbon emissions as a result of the scheme. This is due to the traffic model which despite showing an increase in total number of kilometres travelled as a result of the scheme compared to the baseline case, also predicts a reduction in congestion in the study area.</p> <p>The benefit from this reduction outweighs the carbon associated with the extra distance travelled.</p> <p>Highways England proposes a WCH underpass to the west of the new Chiverton junction. This would reduce the additional journey length to approximately 1km, as well as a safe and separate crossing for pedestrians, cyclists and horse riders.</p>                          | N/A   |
| Construction Impacts   | Concerns the construction works at Chiverton Cross Junction would result in additional congestion using the existing Chybuca junction.                              | <p>An Outline Construction Environmental Management Plan and draft Traffic Management Plan have been prepared and support the DCO application (Volume 6, Document Reference 6.4, Appendix 16.1 and 2.1 respectively). They explain the issues and proposed measures to help ensure that any potential adverse impacts during construction are reduced or avoided where possible. The draft Traffic Management Plan identifies the key areas where the works impact on the existing A30 traffic flow. It also includes solutions to phase the construction works in such a way as to minimise the disruption and impact on the travelling public.</p> <p>During the continued planning and development of the scheme, the overall objective is to ensure the safety of the travelling public and the workforce whilst minimising disruption.</p> | N/A   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | Because construction will take place offsite, it is expected that impacts of the scheme would be reduced generally and that the current Chiverton junction would experience minimal disruption.  |   |
| Design and Routing   | Support for the design and location of the Chiverton junction due to decreased traffic congestion and reduced emissions.   | The support for the scheme, and the recognition of its benefits in reducing congestion is noted.   | N/A   |
|  | Suggestion that a segregated slip connecting the A390 to the westbound A30 should be constructed to improve congestion on Chiverton junction.                                      | The provision of an additional slip road at the A390 is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.  | N   |
|  | Suggestion that slip roads exiting the A30 at the Chiverton roundabout should be extended to minimise the possibility of stationary traffic backing on to the A30.                 | This issue is considered in the response to matters raised in Table 8-3 of this report.  | N   |
|  | Suggestion that relocating the route of the proposed A30 by 5m would remove the need to acquire land owned by Trevisson Park.  | The red line boundary has been removed from the area of Trevisson Park.  | Y   |
|  | Suggestion that relocating the Trevisson Park Junction to an area of straighter alignment would improve visibility and safety of road users entering the existing A30.             | The junction has been designed to the standards laid out in the DMRB. This means that standard visibility is achieved between the roundabout and the junction. The proposed junction location minimises impact to existing vegetation and means that land-take is no longer required from Trevisson Park.  | N   |
|  | Suggestion for a deeper cutting for the main carriageway of the new A30 within Section A of the scheme to reduce noise and light impacts on residential dwellings near the scheme. | Chiverton junction is at the height proposed due the need to tie in to the existing road. A lowering would have unacceptable impacts on properties at the service area, and the World Heritage Site due to footprint of the earthworks. The junction has been designed to fit in with the topography of the land and also to minimise land take. | N   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b>  |   |   |
|---|---|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | <p>A noise prediction model was created to compare scenarios where the carriageway passes over or under the junction at Chiverton, including the slip roads and roundabout, along with other potential mitigation options.</p> <p>It was found that a similar level of road traffic noise mitigation was possible with a raised dual carriageway with the additional mitigation measure of noise barriers.</p> <p>The design for the scheme includes extensive mitigation measures to reduce the impact of noise during operation. This includes the alignment of the road and cuttings, use of low noise road surfacing and landscaped earthworks to reduce both visual impact and noise.</p> <p>Noise barriers would also be installed to reduce or remove significant noise effects where it is sustainable to do so, and where it is in accordance with Government noise policy. The use of noise barriers would depend upon a number of factors, including engineering considerations, the response from stakeholder consultation, the benefit compared to cost, and other environmental impacts caused by the barriers.</p> |   |
| Suggestion that a redesign of the Chiverton junction should incorporate additional lanes, feeder lanes more legible signage compared to the existing junction, and reduced speed limits to minimise traffic congestion. | The new Chiverton junction location will provide a standard grade separated junction in accordance with the DMRB, whilst minimising the impact on local businesses, landowners, the World Heritage Site. A detailed modelling assessment of the proposed shows there is sufficient highway capacity on the junction to meet the forecast demand in 2038.  | N   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b>  |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | <p>Offsite construction whilst maintaining the existing major road network and junction was also decided on. The DMRB sets speed limits for trunk roads, slip roads and junctions. The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph.</p> <p>The assessment shows the new Chiverton design would significantly reduce queues compared to a scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form. There would be no significant harmful impacts in relation to traffic queues at the Chiverton junction. Information on the modelling undertaken for the scheme is detailed in the Transport report (Volume 7, Document Reference 7.4).</p> <p>The provision of additional access onto the A390 is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.</p> |   |
| Concerns about the relocation of the Chiverton Roundabout to the western location, as the existing roundabout junction should have been utilised within the proposal to minimise severance of access to the current service area. | The new Chiverton junction location has been determined to provide a standard grade separated junction in accordance with the DMRB, whilst minimising the impact on local businesses, landowners, the World Heritage Site and to facilitate offline construction whilst maintaining the existing major road network and junction during construction.  | N   |
| Concerns that the height of the vertical alignment of the Chiverton junction would make high sided HGVs subject to cross winds, reducing safety on the carriageway.   | The new Chiverton junction location has been determined to provide a standard grade separated junction in accordance with the DMRB, whilst minimising the impact on local businesses, landowners, the World Heritage Site and to facilitate offline  | N   |



| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?</b>                                    |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>construction whilst maintaining the existing major road network and junction during construction.</p> <p>If it becomes apparent that there are issues with high crosswinds along this stretch of the A30, appropriate signage will be installed to warn motorists to drive with caution.</p>  |   |
| <p>Concerns that the proposed Chiverton junction is not suitable for future demand and should demonstrate futureproofed design such as additional lanes.</p> | <p>Traffic modelling has been undertaken during development of the scheme as detailed in the Transport Report (Volume 7, Document Reference 7.4). The traffic forecasts for the scheme have been developed in line with established Department for Transport methodology and using the latest Road Traffic Forecasts and the National Trip End Model to provide overall traffic growth for Cornwall as a region.</p> <p>In addition, information of current and future development in the vicinity of the Truro, Newquay, Redruth and Camborne areas has been sourced from the Cornwall Council Local Development Plan. This information is included in the traffic forecast model to take account of expected development.</p> <p>All key junctions have been assessed individually to ensure they are able to cope with the predicted traffic flows for the design year of the scheme, 2038.</p> <p>Traffic modelling shows that in the scheme design year forecast there would not be sufficient demand for additional lanes, and that Chiverton junction would have sufficient highway capacity to meet the forecast demand in 2038. Therefore, there is no justification for additional lanes to be included in the design,</p> | N   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | <p>taking into account the significant environmental, land take and cost implications of doing so.</p> <p>Beyond the 2038 design year, it is difficult to predict changes in forecast traffic flows as there are a number of unknowns that could impact on traffic growth. It is not standard practice to develop traffic forecasts beyond the scheme design year. All of the junctions would be able to accommodate the required capacity according to the traffic model in the year 2038 and thus currently no retrofitting would be required.</p> |   |
|   | Objection that the junction arrangement at Chiverton junction connecting to the A390 would add an additional 1.5km to the route to Truro.                                   | This issue is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.  | N/A   |
| Walking, Cycling and Horse Riding (WCH)   | Suggestion that designated funds should be utilised to construct a segregated crossing for WCH users away from Chiverton Cross, on the same alignment as St Agnes to Truro. | The enhancement suggested sits outside the remit of the DCO, however, could be considered as part of Highways England's Designated Funds programme.  | N/A   |
|   | Suggestion that alternative WCH junction exists 560m east of Chiverton Cross at Kea Downs, therefore construction of a further crossing at Chiverton Cross is unnecessary.  | Although Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) notes the presence of a WCH crossing at Kea Downs, an underpass would be provided to the west of Chiverton junction to facilitate a WCH crossing (north/south).   | Y   |
|   | Suggestion that bridleway 309/31 could be reinstated for pedestrian access.   | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) consider public rights of way, walkers, cyclists and horse riders.   | Y   |

| <b>Section A: Do you have any comments on our proposals for the Chiverton junction to Chybuca section of the scheme?</b>  |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | A short section of bridleway 309/3/1 is proposed to be blocked where it would be intersected by the new A30 only. Side roads would allow continued north/south access to the east, whilst the local route (quiet land) to the west would be diverted through a new junction with access onto bridleways 314/65/1 and 314/64/1 as well as a new section of proposed bridleway connecting the two. |   |
| Issue that alternative cycle routes such as Kea Downs are not suitable of safe for WCH usage due to unfavourable terrain. | This area is outside the remit of the DCO application.   | N/A   |
| Concerns and suggestions that a north/south link for WCH should be created at Chiverton junction to ensure WCH access.    | As outlined in Chapter 12 -People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), an underpass would be provided (reference PR2) to facilitate a WCH crossing (north/south).  | Y   |

**Table 8-5 Summary of responses and regard had to responses: Section B Chybucca to Zelah**

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Air Quality  | Concerns that proximity of the proposed A30 would negatively impact local air quality in Zelah.  | The proposed scheme would redirect, and therefore reduce, traffic away from Zelah. Chapter 5 - Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) provides results of reduced yearly average of nitrogen oxide near properties, as a result of the proposed scheme.   | N/A   |
|  | Concerns that proximity of the proposed A30 would negatively impact local air quality in Marazanvose.  | Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) details the assessment undertaken to identify potential effects on air quality resulting from the scheme. With regard to residential receptors, grouped as those north of the A30, those on the A30 and those south of the A30, there is not expected to be any significant permanent effects relating to air quality during operation of the scheme, including within Marazanvose.<br><br>However, the assessment of construction effects finds that there could be impacts on residential receptors within 200m of the scheme in construction assessment section 3 (Marazanvose to Zelah), particularly from dust. Subsequently, mitigation to minimise this impact is required. Best practice mitigation measures would be implemented as specified in the Outline Construction Management Plan (Volume 6 Document Ref 6.4 Appendix 16.1) With this mitigation implemented, it is considered there would be no significant effects on Marazanvose through construction. | N/A   |
|  | Concerns that not providing east facing slips at Chybucca junction would cause extra distances driven on the local road network, resulting in additional emissions, worsening local air quality. | An updated user carbon assessment, located in the Environmental Statement, Chapter 14 -Climate Change (Volume 6, Document Reference 6.2) indicates a reduction in carbon emissions as a result of the scheme. This is due to the traffic   | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | <p>model which, despite showing an increase in total number of kilometres travelled as a result of the scheme compared to the baseline case, also predicts a reduction in congestion in the study area.</p> <p>The benefit from this reduction in congestion outweighs the carbon associated with the extra distance travelled. Consequently, it is considered that reduced carbon emissions would improve local air quality.</p> |   |
| Cultural Heritage  | Support for routing through section B of the scheme as the southern route would minimise impacts upon the historic Chyverton Park.  | Support for the routing of section B and the recognition of its minimised impact on Chyverton Registered Park and Garden is noted.  | N/A   |
|  | Concerns that routing of the scheme in section B would negatively impact on the historical and cultural setting of NFH in Marazanvose due to the vertical alignment at the boundary line and the acquisition of land. | The impacts of the scheme on NFH in relation to the historic and cultural setting and land acquisition is considered in the response to matters raised by PILID 56 and 57 in Table 8-2 of this report.  | Y   |
| Biodiversity   | Support for the proposed wildlife crossings including the green bridge at Marazanvose.  | The support for this element of the scheme is noted.  | N/A   |
|  | Suggestion of additional planting of woodland, flowers, shrubbery and pollinators on the verges of the A30 within Section B of the scheme would balance any ecological loss.  | Extensive woodland and species rich grasslands and pollination strips would be provided along the scheme. Full details of the proposed planting and grasslands are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).   | N/A   |
| Landscape and Visual Impact  | Concerns that vertical alignment of the A30 adjacent to NFH would result in land take, negatively impacting on the setting and economic viability of the business.  | The vertical alignment at NFH has been lowered since consultation to reduce noise and visual effects. This has resulted in some additional land take in order to mitigate the effects of the scheme on the business.  | Y   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Concerns that vertical alignment and pitch of Tolgroggan Bridge would impact on the scenery from Zelah Lane Farm. Furthermore, vehicle lights may cause additional light disturbance on the dwelling, resulting in the requirement for additional tree planting to mitigate impacts. | <p>The visual impact on this and other nearby properties has been considered in Chapter 7 -Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Highways England concludes that the minor side road is unlikely to cause significant visual impacts on these properties. Much of the existing woodland planting would be kept. Even so, to further address concerns regarding visual impact, woodland planting is proposed next to the side road to integrate it into the landscape and views.</p> <p>Full details of the planting are provided in the Environmental Master Plans Volume 6, (Document Reference 6.3, Figure 7.6).</p> | N/A   |
| Noise and Vibration   | Concerns that noise and vibrations emitted during the construction and/or operational phases would negatively impact on the setting of the NFH and their business operations.  | The noise and vibration impact of the scheme is considered in response to matters raised by PIL ID56 and 57 in Table 8-2 of this report.   | N/A   |
|   | Concerns that the proposed route of the new A30 would result in additional traffic near Marazanvose, consequently resulting in added noise to the community.   | As detailed in the Environmental Statement, Chapter 11 Noise and Vibration (Volume 6, Document Reference 6.2), noise decreases are predicted north of the existing A30 around communities at Little Tresawsen and Marazanvose. The noise reductions at Marazanvose would occur within the designated 'Noise Important Area' ID 3291.   | N/A   |
|   | Concerns that the proposed A30 would be close to Zelah, intensifying noise emissions upon dwellings immediately adjacent to the scheme.  | While the alignment of the existing A30 is moving closer to properties at this location, the proposed alignment of the new A30 is further away from the properties at Zelah, and would carry the majority of the traffic. Additionally, the scheme would result in a reduction of traffic on the local road through Zelah. As detailed in Chapter 11 – Noise and Vibration of the Environmental  | N/A   |

| Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?                      |  |  |
|---|--|--|
| Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|   | <p>Statement (Volume 6, Document Reference 6.2), the net effect of these changes is that there would be an increase in noise close to the new alignment for the existing A30 at the western end of Zelah, but decreases or no change in noise level for the rest of the community.</p> <p>The majority of properties in this community are within the areas of no change or net benefit. Due to the minimal overall impact on properties, there is insufficient grounds to mitigate the small area of noise increase.</p>  |  |
| Concerns that additional noise and vibration from the construction phase may compromise the structural integrity of Henver Cottage. | <p>Predictions of the worst-case construction vibration that is likely to arise at this property have been undertaken and are presented within 11 - Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Predictions of potential vibration levels at various distances and locations were undertaken, which included the foundation of this property. The predictions were based upon actual measured datasets for typical construction plant, which enable higher level of accuracy and thus provide confidence in the predicted values.</p> <p>The predictions suggest that vibration levels would be well below the threshold levels at which possible cosmetic damage to internal plasterwork might occur, for the majority of the anticipated construction works.</p> <p>However, for 'worst case' situations where earthwork and road construction phases are taking place nearest to this property, higher vibration levels could occur. Within the Outline Construction Environmental Management Plan (CEMP) (Volume</p> | N/A  |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | 6, Document Reference 6.4, Appendix 16.1) specific mitigation measures are set out to ensure vibration levels are below the level where there is risk of causing even minor cosmetic damage. Finally, monitoring might be appropriate to provide ongoing assessment of vibration levels during specific operations.  |   |
| People and Communities  | Support for the scheme as reduced access to the B3284 from the Chybucca junction would result in the reduction of rat running through Shortlanesend, improving the perception of personal safety. | The support for the scheme on the basis of improved safety and reduced rat running on the B3284 is noted.  | N/A   |
|   | Concerns that growth of north Cornwall, particularly Perranporth, is not matched by full access onto the proposed A30 at Chybucca, resulting in the perception of isolation and constriction.     | <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the existing local route (quiet lane) would be realigned through the junction, with appropriate infrastructure and crossing points to be discussed and agreed with Cornwall Council.</p> <p>West of the new proposed Chybucca junction there would be a new bridleway running east/west to connect BR314/64/1 and BR314/65/1. At the junction, new steps would provide a footpath to connect side roads to BR314/65/1.</p> <p>The traffic forecasts for the scheme have been developed in line with established Department for Transport methodology and using the latest Road Traffic Forecasts and the National Trip End Model to provide overall traffic growth for Cornwall as a region.</p> <p>In addition, information of current and future development in the vicinity of the Truro, Newquay, Redruth and Camborne areas</p> | N/A   |



| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b>  |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | <p>has been sourced from the Cornwall Council Local Development Plan. This information is included in the traffic forecast model to take account of expected development.</p> <p>Further details of the methodology used to develop the transport model and subsequent economic assessment is provided in the Transport Report (Volume 7, Document Reference 7.4).</p> <p>Detailed transport modelling assessment of the Chiverton and Carland Cross junctions has been undertaken to ensure appropriate access capacity to the A30 is provided to meet forecast demand.</p> |   |
| Concerns that the routing of the new A30 would sever Marazanvose into two parts, inhibiting community cohesion, pedestrian access and economic viability of businesses.   | Where it is necessary to block public rights of way for construction activities, the provision of alternatives routes / diversions would ensure that access across the new A30 is maintained at key points during operation. New routes are proposed seeking to improve connectivity between existing and proposed public rights of way, as detailed in the Environmental Statement, Chapter 12-People and Communities (Volume 6, Document Reference 6.2). These seek to provide enhancement / improved linkages, mitigating potential severance.                            | N/A   |
| Concerns that not providing east facing slips at Chybucca junction and a reduction in access to the existing A30 would reduce connectivity between the strategic and local road networks, severing community links. | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the existing local route (quiet lane) would be realigned through the junction, with appropriate infrastructure and crossing points to be discussed and agreed with Cornwall Council. West of new Chybucca junction there would be a new bridleway running east/west to connect BR314/64/1 and BR314/65/1. At                      | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b>   |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | the junction, new steps would provide a footpath to connect side roads to BR314/65/1.   |   |
| Concern that development of the scheme would result in the reduced economic viability of the NFH business and job security of its employees and/or owners.           | <p>A range of temporary and permanent effects have been identified and assessed in relation to land and property at NFH, which is provided in Chapter 12-People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>There would be one partially direct and unavoidable effect on the derelict barn at NFH, which would be demolished to accommodate the scheme. The partial loss of the non-operational facility could be mitigated through property purchase / compensation subject to ongoing discussions with the landowner.</p> <p>All necessary land acquisition will be considered by Highways England in accordance with its relevant Compensation Code and discussions with the District Valuer, as outlined in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N/A   |
| Concerns that quality of life of residents immediately adjacent to the proposed A30, such as Marazanvose, Shortlanesend and Tresawsen, would be negatively impacted. | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers amenity effects (temporary and permanent) on local residents. Whilst there would be some benefits for some people along the existing A30 in terms of reduced traffic flows, reductions in noise and air pollution, the combined amenity effects from air quality, noise and landscape effects of the scheme are predicted to be long term, minor adverse effects. The cumulative effect is not considered to be of greater magnitude than this.   | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b> |   |   |   |
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| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | The sensitivity of residential receptors to amenity changes is typically moderate. However, it is considered that for the purposes of this assessment, drawing on conclusions made elsewhere in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), there would not be significant amenity effects on communities.   |   |
|  | Concerns that population growth and residential construction in Shortlanesend therefore requires full access to access from the A30 at Chybucca junction.   | Not providing east facing slip roads at Chybucca junction is considered in response to matters raised by Cornwall council in Table 8-1 of this report.  | N   |
| Road Drainage and the Water Environment  | Suggestion that Highways England should provide additional drainage on the local road network, specifically the B3284 connecting to the existing Chybucca junction and at the base Tolgroggan Bridge to prevent further flooding. | <p>All runoff from the proposed A30 and the realigned side roads would be collected in the highway drainage and discharged to attenuation ponds provided as part of the scheme. Chapter 13 – Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) indicates that the design of the attenuation ponds is such that they can accommodate all of the road drainage within their footprint.</p> <p>They can then slowly release it to the nearest watercourse at what is known as the ‘greenfield runoff rate’, which is the same rate as water would naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council.</p> <p>This would not make the existing drainage conditions on the surrounding land any better or worse.</p> <p>Any existing drainage on roads not affected by the scheme are the responsibility of Cornwall Council as local highway authority.</p> | N   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?</b> |  |  |   |
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| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Traffic and Transport   | Support for the dual carriageway design between Chybucca and Zelah due to additional capacity and safer overtaking of slow moving traffic.   | The support for this element of the scheme and the recognition of its benefits with regard to improved capacity and road safety is noted.  | N/A   |
|   | Support for the grade separated junction design at Chybucca due the alleviation of congestion and risk of high speed collisions with stationary traffic.   | The support for this element of the scheme and the recognition of its benefits with regard to reduced congestion and improved road safety is noted.  | N/A   |
|   | Suggestion that Chybucca junction should not adopt traffic lights to improve traffic flows both entering and exiting the proposed A30.   | The scheme design does not include signals at Chybucca junction.   | N/A   |
|   | Suggestion for longer slip roads on the Chybucca junction to reduce the risk of stationary traffic backing up on to the A30 carriageways causing potential collisions.   | This issue is considered in the response to matters raised in Table 8-3 of this report.  | N   |
|   | Concerns that not providing east- facing slip roads would result in additional traffic using the Chiverton and Carland Cross junctions due to reduced access to the A30 at Chybucca.   | This issue is considered in the response to matters raised by Cornwall Council in Table 8-1 of this report.  | N   |
|   | Concerns about the current levels of congestion experienced at Chybucca junction along the existing A30.   | An expected benefit of the scheme is reduced congestion and improved journey time reliability, including through the new layout of the Chybucca junction.  | N/A   |
|   | Concerns that traffic modelling did not adequately consider back lane usage of the local road network prior to the Chybucca junction westbound upon the existing A30, therefore demonstrating a suppressed demand for Chybucca junction. | The traffic model used for the scheme assessment has been developed in line with established Department for Transport methodology. The model has been subject to validation and study network developed in agreement with Highways England. As part of the traffic model development a strict set of criteria are set out in the Department for Transport's modelling guidance and these have to be met as part of Highways England project standards. The model meets this criterion and is therefore of the standard as set by Department for Transport. | N   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b>   |  |   |
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| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>Following the Preferred Route Announcement in 2017, the traffic model was updated to include additional minor lanes in order to more accurately model rat running in the area. This model has been used to re-assess the need for east facing slip roads at Chybucca.</p> <p>The transport model includes a variable demand assessment to understand the level of suppressed demand unlocked by the scheme. This means that increase in capacity on the A30 and other variables have been taken into account for any changes in travel patterns that may occur.</p> <p>Further detail on the traffic modelling is provided in the Transport report (Volume 7, Document Reference 7.4).</p>  |   |
| Concerns that transport modelling was undertaken on a Tuesday in March and September when road works being undertaken on the A390. Consequently, more traffic was using the B3284 Chybucca westbound entry to the A30. Therefore, usage differentials were increasingly prominent, highlighting the inadequacy of transport modelling. | <p>Traffic count data was used for the development of the model, with Cornwall Council providing data from their traffic count data collection. The traffic count data was from 2015, so the changes made to the A390 were not included in the base model as the traffic counts would not reflect the road network in situ at the time the counts were undertaken.</p> <p>The forecast traffic model has been adapted to take account of changes to the A390 since traffic counts took place. It is based on the average weekday, rather than a single particular day. As such the base year model represents average weekday conditions for the AM, Inter-peak and PM peak periods for 2015.</p> <p>Further detail on the traffic modelling is provided in the Transport Report (Volume 7, Document Reference 7.4).</p> | N/A   |

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| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Economics  | Suggestion that implementation of east facing slips would improve the cost effectiveness of construction and prevent retrospective construction works.   | The considerations regarding west facing only slips at Chybucca are given in response to Cornwall Council in Table 8-1 of this report. It is not considered that there would be sufficient demand for east facing slip roads to require retrospective works in the future.  |   |
|  | Suggestion that Chybucca should not be constructed to save money as it currently provides little benefit due to the non-provision of east facing slip roads.   | A junction at Chybucca is required to maintain connectivity with the existing A30, the B3824 and the local road network generally. The proposed layout of Chybucca junction would bring benefits of improved safety, reduced congestion and increased capacity.<br><br>Providing west facing slip roads only at Chybucca is considered in response to matters raised by Cornwall Council in Table 8-1 of this report. | N   |
|  | Suggestion that commencing construction of the green bridge at Marazanvose during the winter would mitigate economic loss endured by the adjacent equestrian centre as summer construction would result in closure.    | The construction programme has not been confirmed however it is likely that this would be constructed in the summer months. Compensation is considered on a case by case basis in line with the compensation code for compulsory purchase   | N   |
|  | Concerns that lack of access to the new A30 at Chybucca would result in additional congestion upon the local road network, hindering access and negatively impacting the Cornish tourism economy.                      | The scheme has been designed to maintain connectivity between the local road network (including the existing A30) and the new A30 dual carriageway. Assessments show that there would be reduced traffic flow and congestion on the local network as a result of the scheme.  | N/A   |
|  | Concerns that lack of access to the new A30 at Chybucca junction would result in business operations and viability being negatively impacted due to reduced footfall and additional distances required for deliveries. | Providing west facing slips only at Chybucca is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.   | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b>  |   |   |
|---|---|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | <p>Some businesses would experience reduced accessibility. However, the benefits to journey times and journey time reliability are likely to offset this impact.</p> <p>It is considered that the scheme once operational would bring accessibility benefits to many of the existing businesses situated along and near to the A30 by virtue of improved transport conditions.</p>  |   |
| Concerns that significant land take at NFH would result in reduced economic viability to the business.                  | <p>A range of temporary and permanent effects have been identified and assessed in relation to land and property at NFH, which is provided in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2). There would be one partially direct and unavoidable effect on the derelict barn at NFH, which would be demolished to accommodate the scheme.</p> <p>The partial loss of the non-operational facility could be mitigated through property purchase / compensation subject to ongoing discussions with the landowner. All necessary land acquisition would be considered by Highways England in accordance with its relevant Compensation Code and discussions with the District Valuer.</p> | N/A   |
| Concerns that routing of the new A30 would economically sever small businesses in Marazanvose and surrounding villages. | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers commercial property and businesses. Access arrangements would be maintained during construction to all identified commercial property / businesses. The appropriate access would continue to be provided through the scheme design. Key services would be signed subject to discussion and agreement between Highways England and Cornwall Council.   | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?</b> |   |   |   |
|---|---|---|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | As outlined in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), no businesses would be severed in Marazanvose or the surrounding area as a result of the scheme.  |   |
|   | Concerns that development of the scheme would result in the devaluation of residential dwellings in Marazanvose.  | Loss of value as a result of the operation of the scheme due to physical impacts (such as noise) may be subject to compensation following the opening of the scheme.  | N/A   |
|   | Concerns the Cornwall Plan allocated >25,000 sq. m of B1 (office) in St Agnes and Perranporth. With limited access to northern Cornwall from Chybucca junction, investment within the region would be substantially reduced, inhibiting the economic potential of the county. | The providing of west facing slips only at Chybucca is considered in response to matters raised by Cornwall Council in Table 8-1 of this report. Accessibility to northern Cornwall will be improved by the scheme.   | N/A   |
|   | Concerns that dust from construction phase of the scheme would impact the economic viability and yields of Garvinack Solar PV Farm.   | This impact is not expected at the Garvinack Solar PV Farm. It is considered there will be no significant effects from dust with best practice measures implemented as set out in the Outline CEMP (Volume 6, Document Ref 6.4 Appendix 16.1).  | N/A   |
| Land Ownership  | Concerns whether the entrance to Creegmoor Farm from the B3284 would be suitable for heavy goods vehicles and large agricultural vehicle manoeuvrability. Suggestion that amendments to the entrance would be required if not suitable.                                       | Private means of access have been designed to retain access to the B3284 both during construction and operation of the proposed A30. Ownership of private access would be passed over to the landowner as existing. The surfacing would match the existing (likely to be made up of unbound material).    | N   |
|   | Concerns that Zelah Hill junction to Shortlanesend is too narrow for heavy goods vehicles/large agricultural vehicle access to Chynoweth Farm, Killivose. Suggestion that amendments to the junction would be required to improve accessibility.                              | Highways England is committed to retaining 24-hour access to all properties and businesses affected by the scheme during construction and operation.<br>Any new road or access widths would at least match the existing widths to ensure that any vehicular access via the existing access is maintained. | N/A   |



| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Statutory Undertakers  | Suggestion that Highways England should be aware that major gas and electrical pipelines (sub-terrain) exist within the Chybucca to Truro area.               | This has already been designed into the utility diversion works that would take place as part of the scheme.  | N/A   |
|  | Suggestion that the construction of the Church Lane underpass under both the existing and proposed A30 presents an opportunity to link utilities to St Allen. | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P)– clarifies there would be a new bridleway connection as an underpass north/south to allow access under the new A30. It is considered there would be benefits to north/south movements, especially given improved traffic conditions, however, an underpass under the existing A30 is not needed for any utility diversions. | N   |
|  | Issue that sub-terrain telephone wires connecting to Creegmoor Farm are located under agricultural land adjacent to Callestick Vean.                          | This has already been designed into the utility diversion works that would take place as part of the scheme.  | N/A   |
| Principle of Development   | Support for the proposed construction of the green bridge at Marazanvose.   | The support for this element of the scheme is noted.  | N/A   |
|  | Concerns that lack of east facing slip roads would obstruct emergency vehicles entering the A30, resulting in reduced safety.                                 | The non-provision of east facing slip roads has been considered in response to the matters raised by Cornwall Council in Table 8-1 of this report. However, a number of emergency accesses would be provided along the scheme, allowing emergency services to access the new A30 in the event of an emergency.  | N/A   |
|  | Concerns that route 7B would result in severance of Marazanvose, rather than taking land from Chyverton Park - justification sought for route 7B.             | The horizontal alignment of the proposed route has closely followed the Preferred Route alignment that was consulted upon, during the non-statutory consultation held October/November 2016 and announced in summer 2017. The issue of route selection is considered in more detail, in response to matters raised by PIL ID56 and 57 in Table 8-2 of this report.  | N   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?</b> |   |   |   |
|---|---|---|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Carbon Emissions  | Concerns that the non-provision of east facing slip roads at Chybucca junction would increase distances driven on the local road network, therefore increasing CO2 emissions. | <p>An updated User Carbon Assessment, located in Chapter 14 - Climate Change of the Environmental Statement (Volume 6, Document, Reference 6.2), indicates a reduction in carbon emissions as a result of the scheme. This is due to the traffic model which, despite showing an increase in total number of kilometres travelled as a result of the scheme compared to the baseline case, also predicts a reduction in congestion in the study area.</p> <p>The benefit from this reduction in congestion outweighs the carbon associated with the extra distance travelled.</p>   | N   |
| Construction Impacts  | Suggestion that construction of east facing slip roads at Chybucca junction would cause minimal impacts in comparison to being retrospectively constructed.                   | The non-provision of east facing slips is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.   | N   |
|   | Suggestion that construction of the green bridge at Marazanvose should be undertaken between November and March to reduce economic impact to equestrian centre.               | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) demonstrates a planned approach to the management of public rights of way during the construction of the proposed development, to ensure public safety while minimising disruption to users.</p> <p>A number of construction related impacts have been identified; however, it is Highways England's intention to keep the majority of public rights of way open through local management, early replacement of and use of short-term, temporary closures. This will balance the risks to the public against potential disruption.</p> | N   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | Through consultation with Cornwall Council, a hierarchy of mitigation has been agreed, which reflects this approach and seeks to manage closures where possible (e.g. managed crossing and/or early re-provision), retaining rights of way for current routes and seeking to minimise the effect on users.   |   |
|  | Concerns that construction on Henvver Lane would result in structural damage to Zelah Lane Farm.   | Within the Outline Construction Environmental Management Plan (CEMP), which forms part of the Environmental Statement ((Volume 6, Document Reference 6.4, Appendix 16.1), there are specific mitigation measures identified to ensure vibration levels are below the threshold at which there is risk of affecting the structural integrity of the building.   | N/A   |
| Design and Routing   | Support for the Tresawsen underpass, however, should be suitable for large agricultural and HGV movements by ensuring height clearances of at least 5.3m.                                      | All vehicular underpasses/over-bridges crossing the proposed A30 have been designed to accommodate the maximum legal articulated vehicles up to a minimum height of 5.3m, plus allowance for the vertical alignment.   | N/A   |
|  | Support for the junction arrangement at Chybucca as demand does not require the provision of east facing slip roads.   | The support for this element of the scheme is noted.   | N/A   |
|  | Suggestion that laybys proposed between Allet and Chybucca junction should be relocated further west to reduce noise, litter and overnight sleeping on land adjacent to residential dwellings. | Following the public and stakeholder consultation feedback, the proposed eastbound layby at Marazanvose would be situated approximately 150m further west, and the westbound layby by approximately 50m further west so that the laybys are no longer located directly opposite the properties in Marazanvose.<br><br>Laybys are required along a trunk road to provide safe stopping places for road users. Their location and spacing is in accordance with the DMRB design standards. | Y   |
|  | Suggestion that the green bridge at Marazanvose would be better located at the present Tolgroggan Bridge site to maintain north/south connectivity.  | The green bridge is located where the road is lowered below ground level to reduce noise and visual impact. The green bridge   | N   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | has been designed to ensure a safe route for multiple species to cross.   |   |
|  | Suggestion that as much of the Zelah bypass road should have been incorporated into the proposed A30 as possible to reduce material usage and land take.  | The proposed scheme would retain the existing A30 to maintain local connectivity. Several sections of the existing A30 that were dual carriageway have been kept as part of the proposed A30, such as that over Tresawsen underpass. This has saved the need to construct a new underpass at this location, which has saved a significant amount of money. To use other sections of the existing A30 as suggested would have resulted in more carriageway being required to realign it and maintain connectivity, as the existing A30 is to be retained throughout the scheme, which has saved a significant amount of money. | N/A   |
|  | Suggestion that lack of access at the Chybucca junction renders the construction of the junction ineffective. Consequently, it is suggested that the Chybucca junction not be constructed at all. | The non-provision of east facing slip roads at Chybucca is considered in response to the matters raised by Cornwall Council in Table 8-1 of this report.  | N   |
|  | Suggestion that the schemes proximity to Zelah requires it having its own entrance/exit junction.   | Zelah would be connected to the existing A30, which would be retained as a local route, with significantly less traffic than at present. The residents of Zelah can enter the proposed A30 at Carland Cross or Chybucca (if travelling west).   | N/A   |
|  | Suggestion that distances between Zelah and Shortlanesend exits at the current Chybucca junction should be increased to prevent a staggered junction formation, which is deemed unsafe.           | The proposed A30, and its associated junctions, have been designed to the standards laid out in the Design Manual for Roads and Bridges. The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph.   | N   |
|  | Suggestion that land adjacent to the Chybucca junction site should be acquired in case of retrospective construction of east facing slip roads.   | We would not acquire land for works that are not proposed or necessary as compulsory acquisition would not be granted.  | N   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b>                                      |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Concerns that the junction design and location at Chybucca is confusing and results in unnecessary distances being travelled due to no eastern access/exit. | The proposed A30 and its associated junctions have been designed to the standards laid out in the Design Manual for Roads and Bridges. The non-provision of east facing slip roads at Chybucca is considered in response to the matters raised by Cornwall Council in Table 8-1 of this report.  | N   |
| Concerns that the demolition of Old Grooms Cottage, to allow the construction of the new A30 road, should not be permitted.                                 | This issue is considered in the response to matters raised by PIL ID56 and 57 in Table 8-2 of this report.   | N/A   |
| Concerns that the scheme would result in a significant amount of land take from the NFH business.   | The relevant landowner has been informed throughout the development of the scheme, regarding potential acquisition. Since consultation, the vertical alignment of the scheme has been lowered and further mitigation measures have been introduced to reduce noise and visual effects in order to minimise the impact on the business. This issue is considered in greater depth in the response to matters raised by PIL ID56 and ID57 in Table 8-2 of this report.   | Y   |
| Concerns that the proposed route would divide and detrimentally impact the setting of Marazanvose and St Allen.   | Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) concludes that the scheme would result in moderate to large, adverse, long term visual effects to residential views in Marazanvose. St. Allen was not involved in this assessment.<br><br>Landscape mitigation measures, including substantial areas of woodland, hedgerow and tree planting, have been included where appropriate to integrate the scheme into the landscape. Full details of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6). | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b>   |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | With regard to severance, Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), details that seven new public rights of way are proposed for the scheme to enhance existing provision and reduce severance, including the provision of a bridleway over the proposed green bridge at Marazanvose. An additional public rights of way link is provided, following feedback from public consultation. Chapter 12 concludes that the combined effects of the scheme on local residents would be long-term, minor adverse effects and would not be significant.  |   |
| Concerns that the non-provision of east facing slip roads at Chybucca junction would result in an additional distance of 7 miles between Goonhavern and Truro. | From Goonhavern, vehicles would be able to take the A3075 to Chiverton and then the A390 into Truro. Or an alternative would be to travel down Bridge Road onto the existing A30 and then through Shortlanesend. There would only be an additional distance if vehicles were travelling to a location on the A390, in this case the increase in distance would be approximately 600m. Analysis and comparison of all possible construction options for this road improvement scheme shows that no vehicles travelling between these origins and destinations would require a 7-mile detour.<br>The non-provision of east facing slip roads at Chybucca is considered in response to the matters raised by Cornwall Council in Table 8-1 of this report. | N/A   |
| Objection to the non-provision of east facing slip roads located on Chybucca junction.   | Objection to this element of the scheme is noted. The non-provision of east facing slip roads at Chybucca is considered in response to matters raised by Cornwall Council in Table 8-11 of this report.   | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Walking, Cycling and Horse Riding (WCH)  | Support for the maintenance of road C0089 (Two Barrows underpass) to improve the horse riding network.                          | The support for this element of the scheme is noted.  | N/A   |
|  | Support for proposed WCH crossings within section B of the scheme.  | The support for this element of the scheme is noted.  | N/A   |
|  | Suggestion that opening both Church Lane underpasses would allow greater WCH connectivity and reduce division of the community. | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) states the underpass would only be placed under the new A30, in order to link to the existing A30 crossing and accommodate WCH movements. It is considered there would be benefits to north/south movements, especially given improved traffic conditions.  | N/A   |
|  | Suggestion that bridleway 309/3 should run parallel to the new A30.   | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers Public Rights of Way and WCH users.<br><br>A short section of bridleway 309/3/1 is proposed to be blocked where it would meet the new A30 only. Side roads would allow continued north/south access to the east, whilst the local route, to the west, would be diverted through a new junction with access onto bridleways 314/65/1 and 314/64/1 as well as a new section of proposed bridleway connecting the two. | N/A   |
|  | Suggestion to connect bridleway 314/64/1 with existing A30.   | This bridleway will be connected to BR314/65/1 (which currently runs north of Callestick Vean farm) through the provision of a new bridleway. BR314/65/1 also connects to the realigned B3284, from which the existing A30 can be accessed.   | N/A   |
|  | Suggestion to connect bridleway 314/65 Creegmoor Farm with Kenwyn Parish.   | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public  | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |  | Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers Public Rights of Way and WCH users. Proposals in that area include an access onto bridleways 314/65/1 and 314/64/1 as well as a new section of proposed bridleway connecting the two.   |   |
|   | Suggestion for bridleway from Callestick to link to 314/64   | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers Public Rights of Way and WCH users. Proposals in that area include an access onto bridleways 314/65/1 and 314/64/1 as well as a new section of proposed bridleway connecting the two.  | N/A   |
|   | Suggestion for a WCH connection in the form of an underpass linking Tresawsen and Allet.                                       | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers Public Rights of Way and WCH users.<br><br>A short section of bridleway 309/3/1 is proposed to be blocked where it would only be met by the new A30. Side roads would allow continued north/south access to the east, whilst the local route to the west, would be diverted through a new junction with access onto bridleways 314/65/1 and 314/64/1, as well as a new section of proposed bridleway connecting the two. | N/A   |
|   | Suggestion that the green bridge proposed at Marazanvose should be suitable for WCH usage to improve north/south connectivity. | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), clarifies the green bridge would provide a bridleway alongside the scheme.  | Y   |



| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?</b>        |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that bridleway 314/35 should be connected to B3284 to improve WCH connectivity.                                   | As outlined in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the existing local route would be realigned, with appropriate infrastructure and crossing points to be discussed and agreed with Cornwall Council. A new bridleway, to the west of Chybucca, would be provided running east/west to connect BR314/64/1 and BR314/65/1. At the junction, new steps would provide a footpath to connect side roads to BR314/65/1.                                    | N/A   |
| Suggestion for bridleway at B3284 onto the existing A30 is unusable and should therefore connect to the Trevalso underpass.  | As outlined in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the existing local route would be realigned through the junction, with appropriate infrastructure and crossing points. This will be discussed and agreed with Cornwall Council.<br><br>A new bridleway, to the west of Chybucca will be provided, running east/west to connect BR314/64/1 and BR314/65/1. At the junction, new steps would provide a footpath to connect side roads to BR314/65/1. | N/A   |
| Suggestion that greater provision for electronic transport infrastructure should be provided to ensure future demand is met. | That enhancement sits outside of the DCO process.  | N/A   |
| Suggestion for new bridleway, south of the new A30, to link Tresawsen Bridge with 309/5, 314/61 and footpath 314/62.         | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document   | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme ?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers public rights of way and WCH. Side roads would allow continued north/south access to the east, whilst the local route, to the west, would be diverted through a new junction with access onto bridleways 314/65/1 and 314/64/1, as well as a new section of proposed bridleway connecting the two.  |   |
|  | Concerns that the non-provision of east facing slip roads at Chybucca would impair WCH safety due to sharing the road with motorists. | As outlined in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the existing local route would be realigned through the junction, with appropriate infrastructure and crossing points to be discussed and agreed with Cornwall Council. To the west of the new Chybucca junction there would be a new bridleway running east/west to connect BR314/64/1 and BR314/65/1. At the junction, new steps would provide a footpath to connect side roads to BR314/65/1. | N/A   |
|  | Concerns that the bridleway from Tolgroggan to Shortlanesend has not been reinstated as part of the scheme.                           | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that BR319/9/1 would be diverted onto new private access points for Hill House. The southern section of BR319/1/1 would be diverted as a bridleway and overbridge by Zelah Lane Farm.  | N/A   |
|  | Concerns that WCH access from Callestick Vean to Garvinack is insufficient.   | As outlined in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the existing local route would be realigned through the junction, with appropriate infrastructure and crossing points, to be discussed and agreed with Cornwall Council. West of new   | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | Chybucca junction there would be a new bridleway running east/west to connect BR314/64/1 and BR314/65/1. At the junction, new steps would provide a footpath to connect side roads to BR314/65/1.  |   |
|   | Concerns that footpath linking the Tresawsen underpass and U6082 would be closed. | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers public rights of way. Proposals include the blocking of a short section of bridleway 309/3/1 where it would be intersected by the new A30 only.<br><br>Side roads would allow continued north/south access to the east, whilst the local route to the west would be diverted through a new junction, with access onto bridleways 314/65/1 and 314/64/1 as well as a new section of proposed bridleway connecting the two.        | N/A   |
|   | Concerns that bridleway 309/3 would be closed off to public use.                  | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers public rights of way, walkers, cyclists and horse riders. Only a short section of bridleway 309/3/1 is proposed to be blocked where it would meet the new A30. Side roads would allow continued north/south access to the east, whilst the local route to the west would be diverted through a new junction with access onto bridleways 314/65/1 and 314/64/1 as well as a new section of proposed bridleway connecting the two. | N/A   |

| <b>Section B: Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Objection that the design of Chybucca junction has not considered cyclists and therefore needs redesigning to improve their safety. | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the existing A30 would be realigned through the junction, including a cycle path. West of new Chybucca junction, there would be a new bridleway running east/west to connect BR314/64/1 and BR314/65/1. | N/A   |

**Table 8-6 Summary of responses and regard had to responses: Section C Zelah to Carland Cross**

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |   |   |   |
|---|---|---|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Air Quality   | Support for the grade separate junctions at Carland Cross would reduce congestion and emissions associated with stationary vehicles.  | The support for this element of the scheme is noted.  | N/A   |
| Cultural Heritage   | Support for the design of section C, due to the minimisation of potential negative impacts on the Barrows Burial Site at Carland Cross.   | The support for this element of the scheme and the recognition of its benefits, with regard to reduced impact on heritage assets, is noted.   | N/A   |
|   | Suggestion that additional public access to Heathland, within section C of scheme, should be promoted to encourage greater recreational benefits and access to heritage assets in Cornwall. | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) explains that the area of Country Rights of Way (CRoW) land is currently not publicly accessible and not used for recreational purposes. A small section of the site would be directly impacted, with the proposed scheme alignment running through the land.</p> <p>To reduce the loss of CRoW land, the proposed scheme has identified replacement land to the east, near to the new Carland Cross Junction. The area of land identified contains an historic barrow which would be retained and provide an area of heathland which would be accessible for recreational and public use.</p> <p>A new WCH route, with an underpass, would run through the site, adding to its accessibility. As such, it is considered that the scheme would have a slight beneficial impact on CRoW land, with no net loss and improved access to the re-provided area.</p> | N/A   |

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |   |   |   |
|---|---|---|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | The additional enhancement, as suggested, sits outside the responsibility of the DCO, but could be considered as part of Highways England's Designated Funds programme.   |   |
|   | Concerns that footpath 319/11 would detrimentally impact Holy Well at Ventonleague. Therefore, additional archaeological investigations should be undertaken to clarify the exact impacts of development on the site. | The Holy Well is not a designated asset that would be impacted by the scheme.   | N/A   |
| Biodiversity  | Suggestion that additional planting of woodland, flowers, shrubbery and pollinators should be implemented on the lateral verges of the proposed A30 to reduce ecological loss in section C.                           | Proposed landscape and ecology mitigation measures include substantial areas of woodland, hedgerow and tree planting, also, a species rich grassland and wildflower pollinator strip.<br><br>These have been included to integrate the scheme into the landscape and to screen views of the scheme where appropriate. Full details of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Ref 6.3, Figure 7.6). | Y   |
| Landscape and Visual Impact   | Concerns of the loss of heathland within Section C of the scheme.   | The proposed loss of heathland, as a result of the scheme, would be mitigated beyond Natural England's requirements. A gain/replacement ratio of approximately 1:5 would be provided. Full details of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Ref 6.3, Figure 7.6).   | N/A   |
|   | Concerns that street lighting on the new A30 would result in light pollution and disturbance to residential dwellings within Zelah, below the carriageway.  | Lighting will not be used on the main carriageway, and therefore would not affect the residents of Zelah.   | Y   |
|   | Concerns that the close proximity of the route and elevation of proposed carriageways would cause negative landscape impacts upon residents living in Zelah.  | Landscape mitigation measures, including the planting of substantial areas of woodland, hedgerow and trees, have been included where appropriate, to integrate the scheme into the landscape and screen it from viewpoints.   | Y   |

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | <p>These measures have been identified following the findings of the Landscape and Visual Impact Assessment (LVIA) located in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>Full details of the landscape mitigation measures are provided in Volume 6 (Document Reference 6.3, Figure 7.6) of the Environmental Master Plans.</p>   |   |
| Noise and Vibration   | Suggestion that Highways England should provide additional noise mitigation on the Carland Cross Junction to offset the noise impacts of vehicles accelerating at a high elevation. | <p>Although there are some predicted noise increases on the north side of the proposed Carland Cross Junction, the assessment shows that populated areas to the south are expected to be subject to noise decreases and, subsequently, there is not a requirement for additional noise mitigation.</p> <p>Further detail of this assessment is provided in Chapter 11 - Noise and Vibration of the Environmental statement (Volume 6, Document Reference 6.2).</p> | N/A   |
|   | Concerns that elevated location of Tolgrogan Bridge would result in the increased dispersion of vehicular noise, amplifying the impacts over a greater distance.                    | <p>The traffic flows on Tolgrogan Bridge are small in relation to the A30, therefore the noise from the existing, or altered, bridge would be insignificant as it would be dominated by the A30.</p> <p>Further detail of the noise assessment is provided in Chapter 11 - Noise and Vibration of the Environmental statement (Volume 6, Document Reference 6.2).</p>  | N/A   |
|   | Concerns that proximity of the A30 to Zelah would result in detrimental noise impacts to residents close to the site.   | This issue is considered in response to matters raised relating to section B of the scheme, in Table 8-5 of this report.   | N/A   |
|   | Concerns that an increased elevation of 1.4m would adversely increase noise and vibration, affecting Herver Cottage.  | As detailed in Chapter 11 - Noise and Vibration of the Environmental statement (Volume 6, Document Reference 6.2), due to the proximity of Herver Cottage to the existing A30, the   | N/A   |

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | <p>levels of road traffic noise would reduce as a result of the proposed scheme. This is because the proposed A30 route will be further away from the cottage.</p> <p>This would result in the majority of the traffic being moved further away from the property as a result of the scheme, reducing the amount of noise created.</p> <p>As set out in DMRB HD213/11 (Highways Agency et al., 2011), considerable ground-borne vibration is not generated by a road with a well-maintained surface. The potential for airborne vibration (e.g. from HGV exhausts) is factored in to the assessment of airborne noise.</p> <p>The assessment is detailed in Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) which concludes that there would not be any significant operational impacts of the scheme with regard to vibration.</p> |   |
| People and Communities  | Support for scheme due to the reduction of rat running through Zelah, improving the perception of personal safety.                        | The support for the scheme, on the basis of improved safety and reduced rat running through Zelah, is noted.   | N/A   |
| Road Drainage and the Water Environment   | Suggestion that constructing a Church Lane underpass under the existing A30 would alleviate water damming and surface water accumulation. | It is not deemed necessary to design the Church Lane underpass under the existing A30 as well as the proposed A30. Church Lane underpass is for pedestrians under the proposed A30 only. All runoff from the proposed A30 and the realigned side roads would be collected in the highway drainage and discharged to attenuation ponds. The design of the attenuation ponds is such that they can accommodate all of the road drainage within their footprint and then slowly release it to the   | N   |



| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |  | nearest watercourse at what is known as the 'greenfield runoff rate', which is the same rate as water would naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council. This would not make the existing drainage conditions on the surrounding land any better or worse.  |   |
|   | Concerns that private water supplies in St Allen would be cut off as a result of the proposed scheme.  | As stated in Chapter 13, Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2), where water supplies would be cut off private water supplies would be reinstated or another connection would be provided. This would be done prior to the start of the main works so that connections are retained throughout the construction period.   | N/A   |
| Traffic and Transport   | Support for proposed grade separated junction format at Carland Cross due to the reduction in congestion and stationary vehicles on the A30 carriageways.                                    | The support for this element of the scheme, and the recognition of its benefits with regard to reducing congestion is noted.   | N/A   |
|   | Suggestion that additional signage should be provided prior to Mitchell, warning road users of slow moving traffic at Carland Cross Junction to improve safety.                              | The usual trunk road signage would be installed leading up to the junctions to help drivers navigate the junctions in accordance to Highways England guidance and the UK Government's Traffic Signs Manual.  | N/A   |
|   | Suggestion for improved access onto the Carland Cross Roundabout for vehicles travelling on the A39 from Truro. This should be encouraged through the provision of an extra/segregated lane. | <p>The modelling shows that there would be no significant harmful impacts in relation to traffic queues at the Carland Cross Junctions. This means that an additional lane would have no benefit.</p> <p>A more detailed modelling assessment (using Junctions 9 software) of the proposed Carland Cross Junctions show that there is sufficient highway capacity to meet the forecast demand in 2038. The assessment shows the new junction design is</p> | N   |

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | forecast to significantly reduce queues, compared to a scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form.  |   |
|   | Concerns that current congestion on the Carland Cross Junction inhibits vehicular movements.  | The scheme would introduce a grade separated junction at Carland Cross to increase capacity and reduce congestion.   | N/A   |
|   | Concerns that the current Carland Cross Junction design is not safe or suitable for vehicles or WCH users.  | <p>The scheme would introduce a grade separated junction at Carland Cross, including linkages for WCH users. The scheme would benefit road user safety, due to an improved junction layout.</p> <p>The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a safe crossing facility, via a new underpass in a north/south direction, would be provided south of Carland Cross. Also, a new restricted byway via an underpass would be placed onto the existing A30 to connect the A39. In addition, the scheme would provide a new connection between existing side roads, footpaths and bridleways in surrounding area.</p> <p>A new bridleway would be adjacent to a private access point, with access restrictions to prevent the use of vehicles. This would improve connectivity around Carland Cross.</p> | N/A   |
|   | Concerns that the length of slip road proposed at Carland Cross would result in stationary traffic backing up onto the A30 carriageway, increasing the risk of collision incidents. | This issue is considered in the response to matters raised, is in Table 8-3 of this report.  | N   |
| Economics   | Suggestion that the proposed A30 should show adequate signage to promote businesses located in Zelah.   | Key services and attractions would be signed posted, subject to discussion and agreement between Highways England and Cornwall Council and the agreement of a signage strategy.  | N/A   |

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |   |   |   |
|---|---|---|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Concerns that construction of the A30 would result in significant land acquisition from NFH which would inhibit the economic viability of their business.                                   | This issue is considered in response to matters raised by PIL ID56 and ID57 in Table 8-2 of this report.  | N/A   |
|   | Concerns that construction of the A30 would result in the de-valuation of residential dwellings in Pennycomequick.  | If a resident experiences loss of value due to physical impacts (such as noise), they may be permitted have compensation following the opening of the scheme.   | N/A   |
|   | Concerns that the design of the Carland Cross Junction would result in economic disadvantage to local businesses located on the current service area.                                       | Through scheme design, appropriate access would continue to be provided to the current services at Carland Cross.   | N/A   |
|   | Concerns that the closure of Boxheater Junction would cause negative impacts to local businesses reliant on the local road network within section C of the scheme.                          | Access to Boxheater Junction and adjoining roads will be maintained during construction and operation of the scheme.  | N   |
| Statutory Undertakers   | Suggestion that the construction of the Church Lane underpass presents an opportunity to rectify local sewerage issues and other utilities connections during the same phase of the scheme. | Initial utility diversions have been designed as part of the scheme. These do not require the construction of an underpass at Church Lane. Utility provision outside of that required to implement the scheme (such as diversions) is not within the remit of Highways England. | N/A   |
| Principle of Development  | Support for the scheme.   | The support for the scheme is noted.  | N/A   |
|   | Support for the scheme as it is "overdue".  | The support for the scheme and the recognition of its need is noted.  | N/A   |
|   | Support for the scheme due to the reduced congestion, traffic accidents and more reliable journey times upon the proposed A30.  | The support for the scheme, and the recognition of its benefits, with regard to reducing congestion, improving journey time reliability and improving road user safety, is noted.   | N/A   |

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |   |   |   |
|---|---|---|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Design and Routing  | Support for the incorporation of Two Barrows Bridge and WCH bridge within Section C of the scheme to improve WCH accessibility (north/south).   | The support for this element of the scheme is noted.  | N/A   |
|   | Support for the proposed Carland Cross Junction as a grade separated junction, due to minimised congestion and segregated slip roads would reduce traffic backing onto the carriageway. | The support for this element of the scheme is noted.  | N/A   |
|   | Suggestion to combine Carland Cross dumbbell junction arrangement into a single roundabout in order to increase traffic flow and minimise land take.                                    | A dumbbell arrangement has been designed at Carland Cross because it reduces land take and requires fewer structures compared to a gyratory junction. It can also utilise the existing roundabout, keeping traffic disruption to a minimum during construction.<br><br>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport report (Volume 7, Document Reference 7.4). The modelling shows that there would be no significant harmful impacts in relation to traffic queues at the Carland Cross Junction. A more detailed modelling assessment (using Junctions 9 software) of the proposed Carland Cross Junction shows that the design would significantly reduce queues, compared to a scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form. | N   |
|   | Suggestion that Carland Cross Junction should not be constructed with traffic lights as it would inhibit traffic flow, causing congestion at the junction.                              | The proposed scheme design would not include signals at Carland Cross.  | N/A   |
|   | Suggestion that a straighter road alignment on Section C of the scheme is required to reduce land take.   | The proposed A30 has been designed to the standards laid out in the DMRB. The geometry of the road has been designed to   | N   |

| Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?  |  |  |
|---|--|--|
| Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|   | provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph. The road has been designed to avoid key constraints of a wind farm, quarry, residential houses and the existing A30 in this area. It should also be noted that curves are designed to DMRB standard roads to stimulate drivers to avoid fatigue and reduce speeding.  |  |
| Suggestion that laybys, located within Pennycomequick, should be relocated to the boundary of the village to minimise noise, litter and the risk of theft from residents. | Following feedback received during statutory consultation, public laybys have been removed from this location.   | Y  |
| Suggestion that a layby should be included within the proposals on the new A30, similar to one which was removed during the construction of the Mitchell Bypass.          | Nine public laybys exist on the proposed route. The location and spacing of these laybys are dictated by the DMRB.   | N/A  |
| Suggestion that the size and demand for access to the new A30 from Zelah residents necessitates the construction of a dedicated junction.                                 | The traffic model used to assess the impact of the scheme shows that the number of vehicles entering and leaving Zelah is less than 200. This is not considered a significant amount of traffic to justify a junction to the A30 to be constructed. Environmental impacts, land take and cost impacts have also been considered. More information on the traffic model is provided in the Traffic Report (Volume 7, Document Reference 7.4). | N  |
| Concerns that the route of the proposed A30 would result in the acquisition of farm land from NFH, impacting the economic viability and setting of the business.          | This issue is considered in response to the matters raised by PIL ID56 and 57 in Table 8-2 of this report.   | N/A  |
| Concerns that the proposed route of the A30 is within close distance to Zelah, increasing noise impacts on residential dwellings.   | While the alignment of the existing A30 is moving closer to properties at this location, the proposed alignment of the new A30 is further away from the properties at Zelah, and would carry most of the traffic. Therefore, the scheme would result in a reduction of traffic on the local road through Zelah. This would result in decreases or no change in noise level for the   | N/A  |

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b>                              |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>community, but an increase in noise close to the new alignment for the existing A30, away from Zelah.</p> <p>The majority of properties in this community are within the areas of no change. Due to the minimal overall impact on properties, there is insufficient grounds to mitigate the small area of noise increase. Noise impacts of the scheme are assessed and considered in Chapter 11 - Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p>   |   |
| Concerns that Church Lane underpasses would be accessed via a blind corner, inhibiting the safety of road users on the local road network. | <p>The proposed Church Lane underpass is for WCH under the proposed A30 only. The approaches to the underpass would avoid any blind spots to ensure visibility and safety.</p> <p>The steps and crossing on the existing A30 would be retained. It is deemed that this crossing is acceptable due to the significantly reduced traffic volumes on the existing A30, provided that vegetation is maintained to provide the required visibility.</p>  | N/A   |
| Concerns that the route of the proposed A30 would result in the severance of St Allen from other surrounding communities.                  | <p>As outlined in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive for walking, cycling and horse riding.</p> <p>The speed limit on the existing A30 would remain up to 60mph, however, traffic model forecasts show that the majority of traffic would transfer to the new A30 away from the existing A30. This will make the existing A30 significantly less trafficked, with the potential for a substantial improvement in severance along the existing A30.</p> | N/A   |

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |  |   |   |
|---|--|---|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |  | <p>These benefits would allow improved conditions for walkers, cyclists and horse riders along the existing A30.</p> <p>Where it is necessary to block up public rights of way for construction activities, the provision of alternatives routes / diversions would ensure that access across the new A30 is maintained at key points during operation. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between the existing and proposed public rights of way. These seek to provide improved linkages. That would reduce severance.</p>        |   |
|   | Concerns that the new proposals do not create a link between Carland Cross and the B3285 Boxheater Junction; it is anticipated that traffic flows would result in additional movements from Perranporth. | The results from the traffic modelling show there would be an overall a decrease in traffic travelling from Perranporth to Carland Cross via the Boxheater Junction. It is considered that there is no requirement for a new link between Carland Cross and the B3285.  | N/A   |
|   | Concerns that proposed junction layouts at Carland Cross would remove priority access from Trispen Road, causing additional traffic congestion.  | The design of the southern roundabout at Carland Cross is not changing significantly, therefore, priority access will be retained.  | N/A   |
| Walking, Cycling and Horse Riding (WCH)   | Suggestion that WCH infrastructure linking St Erme, Carland Cross and Mitchell should be implemented.  | <p>The enhancement suggested sits outside the remit of the DCO, however, could be considered as part of Highways England's Designated Funds programme.</p> <p>The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a safe crossing, in the form of a new north/south underpass would be provided south of Carland Cross, with a new restricted byway via a new underpass onto the existing A30 to connect with A39. In addition, the scheme would provide a new connection between existing side roads, footpaths and</p> | N/A   |

| Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?           |   |  |
|--|---|--|
| Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|  | bridleways in the surrounding area, with a new bridleway adjacent to a new private means of access, with access restrictions to prevent use by vehicles, as necessary. This would improve connectivity around the Carland Cross area.   |  |
| Suggestion that WCH accessibility over Trevalso and Pennycomequick junction should be enhanced.                  | Chapter 12 - People and Communities, of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) confirms these details.  | N/A  |
| Suggestion that WCH infrastructure should be provided on Henvver Lane to create link between Zelah and St Erme.  | The suggested enhancement sits outside the remit of the DCO, however, could be considered as part of Highways England's Designated Funds programme.<br><br>The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies National Cycle Network (NCN) route 32 would be diverted at Henvver Lane to the west along the realigned existing A30 and then north on the old A30 through to Zelah. | N/A  |
| Suggestion for enhancements to Newlyn Downs track for WCH usage to be completed under designated funds.          | That enhancement sits outside of the DCO, however, could be considered as part of Highways England's Designated Funds programme.  | N/A  |
| Suggestion for WCH infrastructure to be implemented on the A39 between Truro and Trispen.                        | The enhancement suggested sits outside the remit of the DCO, however, it could be considered as part of Highways England's Designated Funds programme.  | N/A  |
| Suggestion for WCH access across the Carland Cross Junction to reduce their interaction with motorised vehicles. | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a safe crossing facility via a new underpass, in a north/south direction, would be provided south of Carland Cross,  | N/A  |



| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b>                                    |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>with a new restricted byway via a new underpass onto the existing A30 to connect with A39.</p> <p>In addition, the scheme would provide a new connection between existing side roads, footpaths and bridleways in the surrounding area, with a new bridleway adjacent to a new private means of access, which would have access restrictions to prevent use by vehicles. This would all improve connectivity around the Carland Cross area.</p>  |   |
| Suggestion that underpasses at Church Lane under both the current and existing A30 should be implemented to enable north/south WCH connectivity. | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) states the underpass would only be provided under the new A30, to link to the existing A30 crossing and accommodate WCH movements. It is considered there would be benefits to north/south movements, especially given improved traffic conditions.   | N/A   |
| Suggestion for Trevalso underpass to be included within the cycle network to improve WCH connectivity.   | As set out in Chapter 12 - People and Communities, of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies the new underpasses and bridges would improve WCH access. Enhanced access to nearby community facilities along the A30 would be provided, particularly at Tolgroggan Bridge and Trevalso Lane, which would allow cyclists and pedestrians to access community facilities at Zelah. | N/A   |
| Suggestion that Tolgroggan Bridge could be used as a bridleway to connect Truro and Shortlanesend into northern Cornwall.                        | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that BR319/9/1 would be diverted onto new private access point for Hill House, and the southern section of  | N/A   |

| <b>Section C: Do you have any comments on our plans for the Zelah to Carland Cross section of the scheme?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |  | BR319/1/1 would be diverted as a bridleway and bridge by Zelah Lane Farm.  |   |
|   | Concerns of insufficient WCH provision within Section C of the scheme, including provision for WCH on Carland Cross Junctions. | <p>The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a safe crossing facility via a new underpass in a north/south direction would be provided south of Carland Cross. In addition, a new restricted byway via a new underpass would be provisioned onto the existing A30 to connect to the A39.</p> <p>The scheme would also provide a new connection between existing side roads, footpaths and bridleways in surrounding area, with a new bridleway adjacent to a new private access point, with access restrictions to prevent use by vehicles. This would all improve connectivity at and around the Carland Cross area.</p> | N/A   |
|   | Concerns that current Church Lane crossing is only suitable for pedestrians and not cyclists or horse riders.                  | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that an underpass would be provided to link to the existing A30 crossing. This will accommodate north/south WCH movements. It is considered there would be benefits to north/south movements, especially given improved traffic conditions.  | N/A   |

**Table 8-7 Summary of responses, and regard had to responses: PEIR**

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Air Quality  | Suggestion the air quality should be mitigated through additional woodland, flowers and shrubbery planting along the lateral boundaries of the proposed A30 to absorb emissions. | <p>As a result of the findings of the Landscape and Visual Impact Assessment located in Chapter 7 - Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) measures for mitigation of emissions include substantial areas of woodland, hedgerows and tree planting have been designed to integrate the scheme into the landscape and screen views of the scheme where appropriate.</p> <p>Since the last consultation stage the quantity of woodland and tree planting has been increased and now significantly outweighs the quantity of vegetation lost as a result of the scheme. Full details of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p>    | N/A   |
|  | Concerns that AQMA statistics used in the PEIR are inadequate, because of additional vehicles using the proposed A30, exacerbating local air quality.                            | As detailed in the PEIR and Chapter 5 - Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2), potential effects on air quality resulting from the scheme have been assessed following the principles in relevant guidance outlined in DMRB HA207/07, associated Interim Advice Notes (IANs) and the Department for the Environment, Food and Rural Affairs' (Defra's) Local Air Quality Management Technical Guidance (LAQM TG.16). The guidance documents used for the assessment are specified in detail within the PEIR and Chapter 5 of the ES. Cornwall Council were also consulted to discuss the study area and methodology of the assessment and to provide monitoring data for 2016 to be used for model verification. | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Cultural Heritage  | Suggestion for the use of local Cornish materials should be promoted and the use of the Cornish Language on signage to reinforce cultural identity and non-homogenous design principles. | <p>As detailed in Chapter 10 – Materials of the Environmental Statement (Volume 6, Document Reference 6.2), materials would be sourced locally where possible.</p> <p>The contractor would work to ensure that sourcing of materials strikes a balance between distance and the value for money. A small proportion of raw materials would be sourced from off site and it is likely that this would come from within the region.</p> <p>Sources for secondary material have been identified, and their use would also be determined by the principles proximity and value or money, as well as the extent of impact on availability of supply.</p> <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) details that the need for additional signage beyond typical highway signage, which could include Cornish language signs, would be discussed with Highways England, Cornwall Council and Visit Cornwall.</p> | N/A   |
|  | Concerns that development of the A30 would have a negative impact on historic and listed buildings, such as Old Grooms Cottage at NFH.   | This issue is considered in the response to matters raised by PIL ID56 and 57 in Table 8-2 of this report.   | N/A   |
| Biodiversity   | Suggestion that the proposed Trevalso underpass should be constructed to incorporate a wildlife crossing to enable safer north/south movements.  | <p>The Trevalso underpass is designed to be in line with the bat flight path.</p> <p>Planting on the underside of the bridge has been designed considering this bat flight path, encouraging bats to funnel under the bridge.</p>  | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | In addition, fencing has been put in place to guide safe crossings for badgers and otters under a separate 900mm diameter crossing. This is detailed in Chapter 8 - Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).  |   |
|  | <p>Suggestion that CEEQUAL should be acquired as part of the proposed scheme.</p> <p>The project is subject to the international evidence-based civil engineering, infrastructure, landscaping and public spaces works assessment, (CEEQUAL).</p> <p>The contractor will be required to carry out formally verified CEEQUAL assessment(s) of the project and be granted a Whole Team Award under the CEEQUAL verification system.</p>   | Y   |
| Landscape and Visual Impact  | <p>Suggestion that potential road lighting should cause minimal upwards glare, reducing the potential for light pollution.</p> <p>Following assessment in accordance with TA49/07 of the Design Manual for Roads and Bridges (DMRB), it has been concluded that lighting cannot be justified on the main carriageway, side roads and junction's due to cost effectiveness.</p> <p>Assessment has identified possible safety concerns at the new Chiverton junction due to driver behaviour and the five entrances/exits on the existing junction. Measures such as ducting are therefore proposed to allow for potential installation of lighting provided by Cornwall Council.</p> <p>Low level, motion-sensitive lighting is proposed at the three WHC underpasses at Chiverton, Church Lane, Newlyn Downs and at the Trevalso Lane side road underpass so that these underpasses can be used by both people and as crossings for local light sensitive wildlife.</p> | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Suggestion that cattle fences should be placed along the length of the proposed A30 to allow grazing, therefore reducing the need to maintain road verges. | Fencing along the route has been designed in accordance with the DMRB. Proposed fencing would be provided at the boundary between the new highway and adjacent landowners.<br>The proposed fencing would be stock-proof and badger/otter proof as required.   | N/A   |
|  | Objection to the lack of attention attributed to the visual landscape in the PEIR document.  | The objection is noted. The PEIR provided a preliminary account of the principal environmental issues relating to the scheme, so that those being consulted could understand how topics are being assessed, the potential environmental impacts of the scheme and the measures proposed to reduce those effects. Chapter 7 - Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) provides a more detailed assessment of the scheme with regard to the visual landscape. | N/A   |
| Noise and Vibration  | Suggestion that low noise road surfaces should be implemented throughout the proposed A30 scheme, especially adjacent to residential dwelling.             | It is Highways England's policy that implementation of low noise surfacing is mandatory on all schemes. The scheme will have Low Noise Surfacing (LNS) over its entire length. This LNS provides a distinct reduction in the road traffic noise, which is caused by the tyre interaction with the road surface, from constant flowing traffic.  | N/A   |
|  | Concerns that the route of the proposed A30 and additional traffic would increase noise emissions.   | As detailed in Chapter 11 - Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2), the design for the scheme includes extensive measures to reduce the impact of noise during operation.<br><br>This includes the alignment of the road and cuttings, use of low noise road surfacing and landscaping to reduce both visual impact and noise. Noise barriers, would also be installed, as required, to reduce or remove significant noise effects at various    | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | <p>locations where it is sustainable to do so, and where it is in accordance with Government noise policy.</p> <p>The use of noise barriers would depend upon a number of factors, including engineering considerations, the response from the stakeholder consultation, the benefit compared to cost, and other environmental impacts caused by the barriers.</p>  |   |
|  | Concerns that the use of low noise road surfacing would not mitigate increased traffic noise.   | <p>It is a Highways England policy that low noise surfacing is mandatory on all Highways England schemes. The scheme will have LNS over its entire length. This provides a distinct reduction in the road traffic noise, which is caused by the tyre interaction with the road surface, from constant flowing traffic.</p> <p>However, as detailed in Chapter 11 - Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2), the design for the scheme includes extensive additional measures to reduce the impact of noise during operation.</p> <p>This includes the alignment of the road and cuttings, use of LNS and landscaping to reduce both visual impact and noise. Noise barriers, would also be installed, as required, to reduce or remove significant noise effects at various locations where it is sustainable to do so, and where it is in accordance with Government noise policy. The use of noise barriers would depend upon a number of factors, including engineering considerations and the response from stakeholders.</p> | N/A   |
|  | Concerns that calibration of noise surveys were taken on a wet winter day which resulted in reduced traffic. Which could possible mean that the vehicles were moving at | This issue is considered in response to matters raised by PIL ID56 and ID57 in Table 8-2 of this report.  | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | faster speeds. Noise from traffic was not modelled at peak times or seasons and there inadequate for use.  |  |   |
|  | Objection that mature woodland on the boundary of the NFH site would be removed, worsening the noise and loss of setting.  | With regard to the use of trees to minimise noise, this approach is generally not effective in providing practical and consistent noise mitigation. The Design Manual for Roads and Bridges (DMRB): HD 213/11 Revision 1 notes that: "The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation". Given the seasonal nature of leaf cover on trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure. The noise and vibration impact of the scheme on the NFH business is considered in response to matters raised by PIL ID56 and 57 in Table 8-2 of this report. | N/A   |
| People and Communities   | Support that user groups would be made aware of temporary footpath closures (Parra 12:10:30) of the PEIR.  | The support for this element of the scheme is noted. Highways England has been engaging with WCH user groups throughout the development of the scheme.   | N/A   |
|  | Support for the scheme.  | The support for the scheme is noted.   | N/A   |
|  | Support for the scheme as it is "overdue".   | The support for the scheme and the recognition of its need is noted.   | N/A   |
|  | Support for the scheme due to the reduction of congestion, traffic accidents and more reliable journey times upon the proposed A30.  | The support for the scheme, and the recognition of its benefits, with regard to reducing congestion, improving journey time reliability and improving road user safety, is noted.  | N/A   |
|  | Suggestion that the PEIR did not cover the impacts on communities and standard of living in sufficient detail in comparison to other chapters, such as ecology. Suggestion for greater attention to community impacts. | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an analysis of the baseline conditions and predicted impacts on all travellers, communities and land/property as a result of the scheme. Further detail regarding impacts of the scheme is  | N/A   |



| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | outlined in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2).  |   |
| Road Drainage and the Water Environment  | Support for the level of detail in which the PEIR document covered drainage issues in respect to the new A30 and surrounding agricultural land. | The support for this aspect of the PEIR is noted.   | N/A   |
|  | Concerns that the published PEIR document provides insufficient details of road drainage and surround flood risk.                               | <p>The flood risk assessment will be included within Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>All runoff from the proposed A30 and the realigned side roads would be collected in the highway drainage and discharged to attenuation ponds. The attenuation ponds have been designed to accommodate the road drainage within their footprint and then slowly release it to the nearest watercourse at the 'greenfield runoff rate'. This is at the same rate as water would naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council.</p> <p>This would not make the existing drainage conditions on the surrounding land any better or worse.</p> <p>One of the major likely effects of climate change in the UK is the increase in rainfall intensity and storms. The drainage system for the proposed A30 and side roads has therefore been designed to accommodate, what is described as, a '1 in 100 year' flood event, in addition to a 40% increase in rainfall. This is in accordance with the UK government, the DMRB and Cornwall Council's guidance on climate change.</p> | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b>   |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Concerns that pond placement within proximity to residential dwellings at Pennycomequick are located in the wrong position.  | The vertical alignment has been lowered around Marazanvose and Pennycomequick to improve the balance of earthworks and also, to accommodate the concerns of the local communities. As a result, the pond at Pennycomequick has moved approximately 250m east to the other side of the Penncomequick side road.   | Y   |
| Concerns that increased usage of impermeable materials on the new A30 would result in additional flooding at Silverwell.   | The road surfaces are designed so that there is sufficient fall to avoid any pooling of surface water. All runoff from the proposed A30 and the realigned side roads would be collected in the highway drainage through filter drains (made up of permeable material), surface water channels and kerb drainage. This water is then discharged to attenuation ponds. The design of the attenuation ponds is such that they can accommodate all of the road drainage within their footprint and then slowly release it to the nearest watercourse at what is known as the 'greenfield runoff rate', which is the same rate as water would naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council.<br><br>This would not make the existing drainage conditions on the surrounding land any better or worse.<br><br>Any existing land drainage that is affected by the scheme would be reinstated as part of the works. | N/A   |
| Concerns that adequate treatment of surface water and water attained within attenuation ponds would be required to minimise the risk of contaminating drinking water supplies. | As outlined in Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2), adequate treatment of pollutants would ensure the discharge from surface or groundwater would pose no risk to the wider water environment. The locations of known drinkable water supplies have been identified to ensure   | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | that the system does not discharge unclean water in the vicinity of clean water supplies.   |   |
| Materials  | Suggestion that local materials should be used throughout the construction of the proposed A30 to reduce the carbon footprint of the scheme. | <p>Chapter 14 - Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) has considered the use of local materials in the carbon assessment.</p> <p>As detailed in Chapter 10 - Materials of the Environmental Statement (Volume 6, Document Reference 6.2), materials would be sourced locally where possible. The Contractor would work to ensure that the sourcing of materials strikes a balance between proximity and the value for money.</p> <p>A small proportion of raw materials would be sourced from off site and it is likely that this would come from within the region. Sources for secondary material have been identified, and their use would be determined by the principles proximity and value for money, as well as the extent of impact on availability of supply.</p>  | N/A   |
| Traffic and Transport  | Suggestion that lowering of traffic speeds would allow more efficient traffic flows and reduce carbon emissions.                             | <p>The scheme has been designed to the standards laid out in the Design Manual for Roads and Bridges. The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph. Reducing the speed limit on the new A30 would not reflect the standards set by DMRB and Highways England's vision to improve journey times throughout the network in the south west region.</p> <p>Taking this into consideration, the updated user carbon assessment (located in Chapter 14 - Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) indicates that through constructing the scheme, the user carbon decreases. This is due to the traffic model which, despite showing an increase in total number of kilometres travelled</p> | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | <p>compared to the existing road, also predicts a reduction in congestion in the area.</p> <p>The benefit from this reduction in congestion outweighs the carbon associated with the extra distance travelled. The proposed scheme layout and reduction in congestion is therefore anticipated to reduce carbon emissions.</p>   |   |
|  | Suggestion that Highways England should engage in post build monitoring of transport and traffic to ensure construction has met the development objective.       | <p>In conjunction with Cornwall Council, Highways England will monitor traffic on the A30 following completion of the scheme and compare it to the predicted traffic in the model.</p> <p>This would also allow Cornwall Council and Highways England to ensure that construction meets development objectives and for Cornwall Council to make adjustments to the local road network as required.</p>   | N/A   |
|  | Concerns that proposed scheme would result in additional traffic and congestion within the county.   | Transport modelling shows that there would be an additional 1.5% of total trips in the region as a result of the scheme, but this is not considered a significant increase that would result in county wide traffic and congestion.  | N/A   |
| Economics  | Suggestion that the positive economic impacts of the proposed A30 scheme should take precedence to environmental impacts due to long term benefits for Cornwall. | <p>The benefits of the scheme, including economic benefits, will be weighed against its impacts as part of the planning process.</p> <p>The appraisal of the scheme has been conducted in-line with the Department for Transport's WebTAG (Web-based Transport Analysis Guidance). Development of analysis using WebTAG guidance is a requirement for all interventions that require government approval.</p> <p>To ensure that decision-makers are always presented with a full account of the impacts, economic, environmental and social impacts are summarised and presented in the form of an</p> | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | Appraisal Summary Table. Decisions taken on the A30 Chiverton to Carland Cross scheme are therefore made balancing all the impacts rather than positive economic impact alone.  |   |
| Land Ownership   | Concerns that 85m of land would be acquired on the northern boundary at NFH to complete the scheme.  | <p>This land is required for the construction and operation of the scheme.</p> <p>A range of temporary and permanent effects have been identified and assessed in relation to land and property at Nancarrow, which is provided in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2). There would be one partially direct and unavoidable effect on the derelict barn at NFH. It would be demolished to accommodate the scheme. The partial loss of the non-operational facility could be avoided through property purchase or compensation subject to ongoing discussions with the landowner.</p> <p>All necessary land acquisition will be considered by Highways England in accordance with its relevant Compensation Code and discussions with the District Valuer.</p> | N/A   |
| Principle of Development   | Support for the scheme and the published PEIR document.  | The support for the scheme and the PEIR is noted.   | N/A   |
|  | Suggestion that the green bridge at Marazanvose would be more cost effective in the form of sub terrain tunnels to allow wildlife movements. | The green bridge has been designed to ensure safe passage for multiple species, as well as reducing noise and visual impacts. In addition, the green bridge would permit the crossing of WCH users, which would not be achievable in the provision of sub terrain tunnels.  | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Concerns that alternative non-polluting forms of transport, such as WCH, have been given little consideration in the PEIR document.                               | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) addresses enhancements to the impact of the scheme on WCH users. Seven crossings will be provided, including an underpass at west of Chiverton junction, Marazanvose green bridge and Carland Cross public rights of way.   | N/A   |
|  | Concerns of the negative environmental impacts, such as land take and increased air pollution, have been given inadequate attention throughout the PEIR document. | Highways England has assessed air quality, as reported in Chapter 5 - Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2). 584 air quality monitors across the chosen study area have been placed at the 'worst case scenario' locations in order to identify the potential maximum level of impact as a result of the scheme. The full results at each receptor are presented in Chapter 5 of the Environmental Statement. | N/A   |
|  | Objection that the PEIR was hard to find and its content is too technical to understand.  | It is recognised that the PEIR is a detailed and technical document, although care was taken to keep it as concise and clear as possible. To assist with understanding, a non-technical summary of the PEIR was provided as a consultation document to summarise the key points of the PEIR in six pages.   | N/A   |
| Carbon Emissions   | Suggestion that additional tree planting would decrease and/or offset CO2 emissions along the scheme.   | The results of the air quality assessment are provided in Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2). No significant impacts to air quality were identified as a result of the scheme, which is assessed at year 2038 when planting would be mature.   | Y   |
|  | Concerns that development of the proposed A30 would result in additional CO2 emissions due to lack of WCH alternatives.   | As outlined in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), Highways England has considered measures to promote and support walking, cycling and horse riding infrastructure. The proposed new infrastructure would benefit active travel, promote  | N/A   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | physical fitness, as well as encouraging sustainable travel, reducing car usage, and therefore congestion.   |   |
|  | Concern that the junction designs at Chiverton Cross and Chybucca would add extra distances to journeys, resulting in additional CO2 emissions.   | An updated user carbon assessment, located in Chapter 14 - Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) indicates a reduction in carbon emissions as a result of the scheme. This is due to the traffic model, which despite showing an increase in total number of kilometres travelled, compared to the existing road, it also predicts a reduction in congestion in the study area. The benefit from this reduction in congestion outweighs the amount of carbon produced associated with the extra distance travelled. | N/A   |
| Construction Impacts   | Suggestion that any prospective contractor's corporate social responsibilities and green credentials should be considered during the tendering process to minimise negative construction impacts. | The procurement process would be operated in line with the relevant legislation and standards of Highways England.   | N/A   |
|  | Suggestion that contractors should provide a traffic management plan to mitigate congestion and traffic flow on the local road network.   | Highways England has already received buildability advice, which includes a Traffic Management Strategy. This would be refined by the Principal Contractor during the detailed design stage.   | N   |
|  | Concerns that the construction phase would result in additional CO2 emissions, negatively impacting on local air quality.   | No significant impacts to air quality were identified as a result of the scheme. The results of the air quality assessment are provided in Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2).  | N/A   |
| Walking, Cycling and Horse Riding (WCH)  | Suggestion that the green bridge should be replicated at Chiverton junction, with WCH access, for additional pedestrian connectivity.   | As outlined in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), an underpass would be provided (reference PR2) to facilitate   | Y   |

| <b>Question 4: Do you have any comments on the Preliminary Environmental Information Report?</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | a WCH crossing, north/south, within close proximity of Chiverton junction.  |   |
|  | Suggestion that a segregated WCH provision should be covered in shrubbery to reduce visual impact and increase species crossing. | Landscape and visual impact mitigation has been included as part of the design of the scheme, including where it incorporates WCH infrastructure. | Y   |
|  | Concerns that WCH was insufficiently covered within the PEIR document.   | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) addresses impacts on WCH users accordingly. | N   |



**Table 8-8 Summary of responses, and regard had to responses: mitigation**

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Air Quality  | Suggestion that reducing speed limits along the new A30 and local road network would reduce vehicle emissions, reducing local air quality issues.                         | The results of the air quality assessment are provided in Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2). No significant impacts to air quality were identified as a result of the scheme.   | N   |
|  | Concerns that planting trees that are not mature would limit the reduction of air quality impacts along the proposed route.   | The results of the air quality assessment are provided in Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2). No significant impacts to air quality were identified as a result of the scheme, which would be assessed at year 2038 when planting would be mature.   | N   |
|  | Concerns that extra distance (1.5km) from the A30 Chiverton junction to Truro on the A390 would reduce air quality due to additional vehicle emissions.                   | This issue is considered in response to matters raised relating to Section A of the scheme, in Table 8-4 of this report.  | N   |
| Biodiversity   | Support for Highways England's proposed mitigation throughout the scheme, such as multi-species crossings, additional woodland planting and the Marazanvose Green Bridge. | The support for this element of the scheme is noted.  | NA  |
|  | Support for the construction of the new A30, as the scheme would have impacts on the environment/ecology and proposed mitigation would rectify any issues.                | <p>The support for the scheme, and recognition of its mitigation measures to minimise environmental impact, is noted.</p> <p>It is considered that 33 proposed multi-species crossings would adequately mitigate the environmental impacts of the scheme.</p> <p>Details of all the mitigation, developed as part of the Environmental Impact Assessment, is provided as part of the full published in Chapter 8 - Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b>  |   |   |
|---|---|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that a linear dual carriageway would provide an opportunity to link fragmented habitats and allow wider ecological enhancements through the provision of woodland and wetlands nearby to the SSSI. | <p>The Environmental Masterplan (Figure 7.6 of Volume 6, Document Ref 6.3) has been designed to provide habitat corridors leading to the 33 proposed multi-species crossing points, while also connecting to the wider landscape.</p> <p>For example, the heathland creation has been designed to link the isolated heathland parcel at the eastern end of the scheme to the designated heathland area to the north within Newlyn Downs special area of conservation (SAC).</p> | N/A   |
| Suggestion that existing A30 should be converted into a wildlife sanctuary on the completed construction of the new A30, to improve ecology and increase public awareness of local wildlife.                  | The existing A30 will remain open for local traffic and for walkers, cyclists and horse riders and will not be converted to a wildlife sanctuary.   | N   |
| Suggestion that proposed bat crossings should be increased to an elevation of at least three meters to improve their effectiveness.   | At all known bat crossing hot spots, the underpass is at least 2.4 metres high. Based on literature and species composition, this is considered adequate and has been agreed with Natural England.  | N/A   |
| Concerns that 21 multi-species crossings over an 8.7 miles (1 every 0.4 miles) is insufficient and should, therefore, be improved.  | <p>Ecological surveys were carried out to obtain a comprehensive baseline understanding of species along this route.</p> <p>It is considered that the proposed 33 multi-species crossings would adequately mitigate the environmental impacts of the scheme.</p> <p>Details of all the mitigation developed, as part of the Environmental Impact Assessment, are provided in Chapter 8 – Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).</p>         | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b>  |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Concerns that the scheme would cause detrimental impacts to the ecology and the environment due to increased traffic movements, agricultural land take and emissions.                       | Air quality modelling throughout the scheme, predicted no negative effects on protected or sensitive habitats. The loss of agricultural land is considered minimal in terms of ecological effects, as stated in Chapter 8 - Ecology in the Environmental Statement (Volume 6, Document Reference 6.2).   | N   |
| Concerns that the proposed green bridge at Marazanvose would be impractical as species crossings and, therefore, does not hold a large degree of merit for its inclusion within the scheme. | <p>Ecological surveys were carried out to obtain a comprehensive model of species at Marazanvose and confirm the benefits of the green bridge for ecological mitigation.</p> <p>This location is a bat crossing point. Bats are a European protected species and the scheme is legally required to reduce any potential effects on protected species.</p> <p>The green bridge has been designed to ensure safe passage for multiple species, as well as reducing noise and visual impacts of the road. This has been agreed with Natural England.</p>  | N   |
| Concerns that proposed deer crossing are currently sited incorrectly on maps created by Highways England. Suggestion to correct similar issues in documentation.                            | <p>As stated in Chapter 8 - Ecology of the Environmental Statement (Volume 6, Document Reference 6.2), there are nine proposed crossing points throughout the scheme suitable for deer.</p> <p>Highways Standards for badger and otter fencing (as recommended in the Design Manual for Roads and Bridges) is provided throughout the scheme on both sides, with otter fencing (suitable to exclude deer) provided 100 metres either side of crossing points, to safely guide mammals to and from the crossing points.</p> <p>Full details of the fencing and crossings are provided in Figure 7.6 Environmental Master Plans, Volume 6, Document Reference 6.3.</p> | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Objection that ecological mitigation should be proactively incorporated into design during early phases of development rather than after construction. | <p>Ecological surveys were carried out in early stages of development, to obtain a comprehensive baseline understanding of species along this route.</p> <p>It is considered that 33 multi-species crossings and other measures will adequately mitigate the impact of the scheme.</p> <p>Details of all the mitigation developed as part of the Environmental Impact Assessment is in section 8.9 Chapter 8 - Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N   |
| Landscape and Visual Impact  | Support for visual landscape mitigation, proposed by Highways England, throughout the length of the new A30 scheme.                                    | The support for this element of the scheme is noted.  | N/A   |
|  | Suggestion that Cornish hedgerows should be replaced regularly throughout the scheme.  | <p>Cornish hedgerows are used where appropriate, some with grassed tops and others with hedge on top.</p> <p>Highways England will incorporate Hedgerows into the scheme to define new boundaries and to tie into the existing field patterns. Full details of the planting is provided in Chapter 7 – Landscape in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p>  | Y   |
|  | Suggestion that Highways England should consider using increased measures to reduce light pollution throughout the length of the scheme.               | <p>Highways England will ensure there is no road lighting on the main route, or at the junctions; the scheme would therefore avoid introducing light pollution to the environment.</p> <p>As a result of the findings of the Landscape and Visual Impact Assessment, located in Chapter 7 – Landscape of the</p>  | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | <p>Environmental Statement (Volume 6, Document Reference 6.2) by including day time and night time views, the landscape mitigation measures (including substantial areas of woodland, hedgerow and tree planting) have been included, where appropriate, to integrate the scheme into the landscape and to screen views of the scheme where appropriate.</p> <p>Full details of the landscape mitigation are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p>               |   |
|  | Suggestion that although tree replacement is supported, an ongoing management plan is required to ensure planted woodland is maintained.                            | As part of the scheme, the trees planted as part of a proposed mitigation approach would have a two-year maintenance programme. In addition, there is a requirement in the DCO for Highways England to provide a five-year management plan with Cornwall Council regarding maintenance.   | N   |
|  | Suggestion that increased landscape mitigation is required at NFH business to mitigate for land take, visual impacts and loss of setting as a result of the scheme. | <p>The visual impact on this and other nearby properties has been considered.</p> <p>The findings of the Landscape and Visual Impact Assessment (LVIA) located in Chapter 7 Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) confirms that there would be significant, adverse visual effects on users of public rights of way (319/16/1) and on outdoor workers near NFH.</p> <p>Significant adverse visual effects are not expected on any buildings or any other land belonging to NFH.</p> | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | <p>Landscape mitigation measures (including the planting of substantial areas of woodland, hedgerow and trees) have been included, where appropriate, to integrate the scheme into the landscape and screen it from views.</p> <p>Full details of the landscape mitigation measures are provided in the Environmental Master Plans (Volume 6 (Document Reference 6.3, Figure 7.6))</p>  |   |
|  | Suggestion that all waste/refuse from construction compounds must be removed from sites to avoid landscape blight. | <p>All waste from construction compounds would be removed from the scheme. Where possible, waste arising from the construction phase would be reused or recycled on-site. Where this is not possible, waste would be removed from the site and disposed of in an appropriate manner.</p> <p>An Outline Site Waste Management Plan (SWMP) is provided in Volume 6 Document Reference 6.4 Appendix 16.1 Outline Construction Environmental Management Plan, which is a framework for delivering material resource efficiency.</p> | N   |
|  | Suggestion that trees should be planted on construction compounds opposite Trevissome Park.                        | <p>The land opposite Trevissome Park will only be required temporarily during construction.</p> <p>As such, Highways England does not consider tree planting necessary on this land.</p> <p>Full details of the planting are provided in the Environmental Master Plan (Volume 6, (Document Reference 6.3, Figure 7.6)).</p>  | N   |
|  | Concerns that land acquisition and woodland loss would result in deterioration of agricultural land, as woodland   | The scheme will have a significant effect on agricultural land. An Agricultural Impact Assessment (AIA) has been undertaken to quantify the scheme's land take both temporarily and   | N/A   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b>   |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| replacement would take a long time to bind soils and improve the quality of land.  | permanently, describing any agreed mitigation (Volume 6, Document Reference 6.4, Appendix 12.5).  |   |
| Concerns that an increase in the vertical alignment from Preferred Route Announcement would increase the distance from which the road can be seen, therefore worsening the visual impacts of the scheme. | The vertical alignment has been lowered around of Marazanvose and Pennycomequick following statutory consultation.  | Y   |
| Concerns that the planting of non-mature trees would be unsuccessfully reduce landscape impacts.   | <p>Where woodland and other areas of planting would be lost to the scheme, Highways England has proposed replacement planting to reduce impact.</p> <p>The proposed replacement planting approach involves planting a mixture of younger trees, along with a number of more mature trees. This approach offers the best chance of the trees becoming established and surviving. It is also a more cost-effective option, in comparison to relocating or planting only mature trees.</p> <p>Taking this approach does mean that there would be a period of time needed for the newly planted trees to become established.</p> <p>For the purposes of a landscape and visual effects assessment, the establishment period for this type of mitigation planting is assumed to be 15 years. This is based on a conservative average growth rate of 300mm per year.</p> <p>In year 15, the effectiveness of the mitigation planting will be assessed, with the results presented in the Landscape and Visual Impact Assessment (LVIA), located in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Noise and Vibration  | Support for the additional provision of woodland planting throughout the length of the A30 Chiverton to Carland Cross scheme.                | The support for this element of the scheme is noted.   | NA  |
|  | Suggestion that low noise surfacing should be used throughout the scheme to reduce the amount of noise emitted from increased traffic flows. | The proposed new A30 Chiverton to Carland Cross scheme would have Low Noise Surfacing (LNS) over its entire length. This LNS provides a distinct reduction in the perceived road traffic noise, which is caused by the tyre interaction with the road surface, from constant flowing traffic.  | N   |
|  | Suggestion that reducing speed limits on the strategic and local road networks would reduce noise emissions and their impacts.               | <p>The design objectives of the scheme, as part of the strategic road network in this region, are based upon national speed limits and the scheme has been designed to the standards laid out in the Design Manual for Roads and Bridges. Relatively large speed reductions would be necessary in order to achieve perceptible noise decreases, but this would compromise journey time objectives and flow capacities.</p> <p>The design for the scheme includes extensive mitigation measures to reduce the impact of noise during operation. This includes the lowering the level of the road use of low noise road surfacing and landscaped earthworks, which would reduce both visual impact and noise. Noise barriers would also be installed, as required, to reduce or remove significant noise effects at various locations where it will be sustainable, and where it is in accordance with Government noise policy.</p> <p>The use of noise barriers depends on a number of factors, including engineering considerations, the response from the stakeholder consultation, the benefit compared to cost, and other environmental impacts caused by the barriers. Further detail on the noise assessment and mitigation proposed is provided in</p> | N   |



| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b>  |   |   |
|---|---|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Chapter 11 - Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).   |   |
| Suggestion that the proposed A30 should sit within deeper and steeper cuttings to reduce the level of noise emitted to the countryside.   | <p>Since statutory consultation and in response to consultation feedback, there have been changes made to the vertical alignment at Marazanvose, which resulted in the carriageway sitting within deeper cuttings, further below ground level.</p> <p>Beyond this, the design for the scheme includes extensive mitigation measures to reduce the impact of noise during operation. This includes the alignment of the road and cuttings, use of low noise road surfacing and landscaped earthworks to reduce both visual impact and noise. Noise barriers would also be installed, as required, to reduce or remove significant noise effects at various locations where it will be sustainable, and where it is in accordance with Government noise policy.</p> <p>The use of noise barriers would depend upon a number of factors, including engineering considerations, the response from the stakeholder consultation, the benefit compared to cost, and other environmental impacts caused by the barriers.</p> | Y   |
| Concerns that low noise surfaces would not last as long and would require replacing more frequently. Further assurances required that future maintenance would also use low noise surfacing and that this would part of the scheme. | It is Highways England's policy that low noise surfacing is mandatory on all Highways England schemes, whether it be constructing new highway or maintaining existing.  | N   |
| Concerns that the bridges on the proposed A30 would result in excessive noise when driven across.   | Expansion joints are often required at the end of each bridge to safely accommodate the movement expected from the bridge structure, as a result of factors like thermal expansion.   | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | <p>Expansion joint noise generation is likely to result from the following interactions:</p> <ul style="list-style-type: none"> <li>- Interaction of the wheel tread with the expansion joint resulting in airborne noise propagation from the top surface of the road/crossing;</li> <li>- Interaction of the wheel tread with the expansion joint resulting in noise circulation from the under-side of the expansion joint;</li> <li>- Impact vibration in the crossing structure caused by each wheel passing over the joint, resulting in noise radiated by the structure.</li> </ul> <p>All three noise sources are dependent on the detailed design of the joint. There is a range of expansion joints available that can reduce the level of noise generated. Low noise expansion joints would be used.</p> |   |
| People and Communities   | Suggestion that Highways England should provide greater attention to communities affected by the scheme rather than simply providing mitigation as an afterthought.  | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an analysis of the standard conditions and predicted impacts on all travellers, communities, land and property as a result of the scheme.  | NA  |
|  | Issue that increased house construction and population growth in northern Cornwall (especially in Mithian, Goonhavern and Perranporth), will require the provision of east facing slip roads at Chybucca to prevent the isolation of northern communities. | The non-provision of east facing slip roads at Chybucca is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.  | N   |
| Road Drainage and the Water Environment  | Support for the level of attention that has been attributed to drainage and the water environment in the PEIR and published plans.   | The support for this aspect of the PEIR and the design of the scheme is noted.  | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b>   |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that attenuation ponds should be designed to maximise habitat provision and water quality through aspects such as: providing a range of slope angles to retain water to create microscale ponds; provide overwintering opportunities through inclusion of wooded or rockery areas; and flexible marginal spaces around attenuation ponds. | The primary purpose of the attenuation ponds are for drainage, however there will be marginal aquatic, semi-aquatic, and aquatic seeding and planting around each of the 20 ponds. This will comprise a diverse range of species which are native, resilient, and provide a net gain to habitats of higher ecological value. Furthermore, these ponds when wet will also provide potential foraging opportunities for otters and bats, and habitat for Species of Principal Importance (as listed under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006) such as common toad. | N   |
| Concerns that adequate treatment of surface water and water attained within attenuation ponds would be required to minimise the risk of contaminating drinking water.  | As outlined in Chapter 13 – Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) adequate treatment of pollutants would ensure the discharge from surface or groundwater would pose no risk to the clean water supplies.<br><br>The locations of known clean water supplies have been identified, against the drainage design, to ensure that the system does not discharge contaminated water to areas of clean water supplies.   | N   |
| Concerns that the planting of non-mature trees would be ineffectual to mitigate drainage as lack of vegetation cover would increase lag times.   | All runoff from the proposed A30 and the realigned side roads would be collected in the highway drainage and discharged to attenuation ponds. The design of the attenuation ponds is such that they can accommodate the road drainage and then slowly release it to the nearest watercourse at what is known as the 'greenfield runoff rate'. This is the same rate that water would naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council.  | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | This would not affect the existing drainage conditions on the surrounding land.   |   |
|  | Concerns that Highways England's proposed plans contain a lack of detail regarding drainage systems and mitigation.                           | <p>As stated in Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2), all runoff from the proposed A30 and the realigned side roads would be collected in the highway drainage and discharged to attenuation ponds.</p> <p>The attenuation ponds have been designed to accommodate the road drainage and then slowly release it to the nearest watercourse, at what is known as the 'greenfield runoff rate', which is the same rate that water would naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council.</p> <p>This would not affect the existing drainage conditions on the surrounding land.</p> <p>One of the major likely effects of climate change in the UK is the increase in rainfall intensity and storms. The drainage system for the proposed A30 and side roads has, therefore, been designed to accommodate what is described as a '1 in 100 year' flood event., in addition to a 40% increase in rainfall attributed to climate change. This is in accordance with the UK government's advice and the DMRB and Cornwall Council's guidance on climate change.</p> | N   |
| Materials  | Suggestion that recycled materials should be used in the construction of the proposed A30, to reduce the environmental impacts of the scheme. | The contractor would work in accordance with the Waste Hierarchy when determining the materials to be used. Opportunities for recycling and reusing materials would be considered, where appropriate, in order to reduce the amount of  | NA  |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | materials requiring offsite management / disposal, as stated in Chapter 10 - Materials of the Environmental Statement (Volume 6, Document Reference 6.2).  |   |
|  | Suggestion that local materials and local cultural heritage should be incorporated into the construction of the proposed A30. For example, Cornish Hedgerows to promote local distinctiveness and identity. | <p>Highways England will incorporate hedgerows into the scheme to define new boundaries and tie into the existing field patterns. Cornish hedgerows are used, where appropriate to the local characteristics of the land, some with grassed tops and others with hedge on top.</p> <p>Full details of the planting are provided in Chapter 7 - Landscape of the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> <p>As detailed in Chapter 10 - Materials of the Environmental Statement (Volume 6, Document Reference 6.2), materials would be sourced locally where possible. The contractor would work to ensure that the sourcing of materials strikes a balance between proximity and the value for money. A small proportion of raw materials would be sourced from offsite but it is likely that this would come from within the region. Sources for secondary material have been identified, and their use would also be determined by the principles proximity and value or money, as well as the extent of impact on availability of supply.</p> | Y   |
|  | Suggestion that rolled asphalt should be used to surface the road, rather than low noise surfacing to extend the road's lifespan.   | It is Highways England policy that low noise surfacing is mandatory on all Highways England schemes.   | N   |
| Climate Change   | Suggestion that increased implementation of WCH infrastructure would decrease reliance on motorised vehicles and, therefore, reduce emissions contributing towards climate change.                          | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P)  | Y   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | <p>considers public rights of way. It also considers where it is necessary to block public rights of way for construction activities.</p> <p>The provision of alternatives routes / diversions would ensure that access across the new A30 is maintained at key points during operation. Seven new routes are proposed, to utilise private access points and to improve connectivity between the existing A30 and proposed public rights of way. These seek to provide enhancement / improved linkages, as detailed in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2).</p> |   |
|  | Suggestion that solar panels should be constructed adjacent to the scheme to reduce carbon emissions and, therefore, the impacts of climate change.   | <p>Data shown in the carbon assessment, located within Chapter 14 - Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2), indicates a decrease in CO2 emissions as a result of the scheme.</p> <p>A range of mitigation measures are proposed to reduce impacts on the environment, as detailed in Chapter 14 - Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2). However, solar panels are not proposed as part of the scheme or as a mitigation measure.</p>  | N   |
| Traffic and Transport  | Support for the proposed A30, as development is anticipated to reduce congestion on carriageways and major junctions.   | The support for the scheme, and the recognition of its benefits with regard to reducing congestion, is noted.   | NA  |
|  | Suggestion for the implementation of car parking at various points along the scheme (not adjacent to carriageway), to promote car sharing, therefore reducing traffic congestion within the county. | Parking and park and ride provision is not a responsibility of Highways England and is outside of the remit of the A30 Chiverton to Carland Cross scheme. Subsequently, Highways England cannot comment any further on this matter.   | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Suggestion for reduced speed limits, along the new A30, to allow greater flow of traffic and reduce carbon emissions.   | This issue is considered in response to matters raised in Table 8-7 of this report.  | N   |
|  | Concerns that the proposed scheme would not alleviate the issue of congestion, but move and worsen issues towards the west of the county, particularly Camborne.                        | <p>While potential issues west of the scheme are possible, the A30 Chiverton to Carland Cross Improvement Scheme is one of a series of schemes carried out in South West England to alleviate the most serious bottlenecks in the region (known as Highways England's Road Investment Plan 1).</p> <p>Chiverton Roundabout in Cornwall; it is also judged to be the greatest barrier to economic growth in the region. Although Highways England will continue to review emerging issues on the strategic road network, improving this stretch of road was identified as a key priority for this region.</p>   | N   |
| Economics  | Suggestion that expenditure on unnecessary ecological mitigation, such as the green bridge at Marazanvose and multi-species crossings, should be reallocated to improve infrastructure. | <p>This location is a bat hotspot crossing point. Bats are a European protected species and the scheme is legally required to mitigate any potential effects on the protected species. Badgers and otters are also known to cross in this location, according to traffic collision records.</p> <p>The green bridge has been designed to ensure safe passage for multiple species, as well as reducing noise and visual impacts of the road.</p> <p>Details of all the mitigation measures developed as part of the Environmental Impact Assessment are provided as part of Chapter 8 - Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Suggestion that Highways England should provide additional compensation to landowners negatively impacted by development.   | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers the impacts on land and property. Highways England, in accordance with the relevant compensation code, and discussions with the District Valuer will consider all necessary land acquisition.  | N   |
|  | Concerns that the distance and the degree of land take from NFH would result in reduced economic viability of the business.   | A range of temporary and permanent effects have been identified and assessed in relation to land and property at Nancarrow. This is provided in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2). There would be one partially direct and unavoidable effect on the derelict barn at NFH, which would be demolished to accommodate the scheme.<br><br>The partial loss of the non-operational facility could be prevented through property purchase or compensation, subject to ongoing discussions with the landowner.<br>Highways England, in accordance with the relevant compensation code and discussions with the District Valuer, would consider all necessary land acquisition. | N   |
|  | Concerns that the proposed A30 would cause north/south division, which could negatively impact the economic viability of local businesses and agricultural practices. | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P). The construction phase of the scheme is anticipated to lead to a variety of effects on the local walking, cycling and horse riding network. This is a result of the proposed main carriageway or side roads that divide existing routes. In all cases, realignment or diversion of these local routes is proposed, utilising new side roads, bridges and junctions to maintain access for users.  | N   |



| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | Overall, during construction there is likely to be a short-term and slight adverse effect on economic viability, which is insignificant.   |   |
| Land Ownership   | Suggestion that Highways England should provide additional heathland mitigation for the land that adjoins Warren Barrow (Unimproved Pasture).                         | <p>Historic England has provided clarity that heathland should not be provided in and around the barrows, as this does not fit in with the historic landscape.</p> <p>However, Highways England proposes to link the isolated heathland block to the larger Newlyn Downs Site of Special Scientific Interest (SSSI).</p> <p>Full details of the planting are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> <p>This mitigation has been agreed with Natural England.</p>   | Y   |
|  | Concerns that embankments behind the Trevalso Farm House and removal of woodland on the south westerly boundary would result in additional light and noise pollution. | <p>Landscape mitigation measures, including the planting of substantial areas of woodland, hedgerow and trees, have been included to integrate the scheme into the landscape and screen it from views (both during the day and at night).</p> <p>Full details of the landscape mitigation measures are provided in the Environmental Master Plans (Volume 6 (Document Ref 6.3, Figure 7.6).</p> <p>Using trees to act as acoustic screening to minimise noise is generally not effective in providing substantive, consistent noise mitigation. The Design Manual for Roads and Bridges (DMRB): HD 213/11 Revision 1, notes that: “The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation”. Given the seasonal nature of leaf cover for trees</p> | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.   |   |
|  | Objection that proposed A30 route would result in significant land take at NFH, which could negatively impact the hospitality and agricultural business. | <p>A range of temporary and permanent effects have been identified and assessed, in relation to land and property at NFH, which is provided in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2). There would be one partially direct and unavoidable effect on the derelict barn at NFH. It would be demolished to accommodate the scheme. The partial loss of the non-operational facility could be mitigated through property purchase or compensation, subject to ongoing discussions with the landowner.</p> <p>Highways England, in accordance with the relevant compensation code and discussions with the District Valuer, will consider all necessary land acquisition.</p> | N   |
| Principle of Development   | Support in principle - scheme should follow same design principles as Bodmin Moor road improvements.   | The support for the scheme is noted. It is unclear to which specific design principles this comment is referring to, however the scheme has been developed in accordance with the Design Manual for Roads and Bridges (DMRB) design standards and best practice.   | N/A   |
|  | Suggestion that all mitigation for noise and visual impacts, should be maximised to reduce environmental impacts.  | The mitigation proposed, as part of the scheme, is sufficient to address its environmental impacts.  | N   |
|  | Suggestion that the proposed green bridge at Marazanvose should have WCH access to improve north/south connectivity.                                     | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that the green bridge would provide a bridleway along the scheme.  | Y   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Suggestion for all associate works, including designated funds work, to be completed within same phase to reduce costs and impacts arising from retrospective construction. | Highways England seek to achieve efficiency in delivering the proposed scheme. Opportunities to deliver works together would be preferred, where feasible and physically achievable. Further information regarding the construction of the scheme is outlined in the Outline CEMP ((Volume 6, Document Reference 6.4, Appendix 16.1).  | N   |
|  | Concerns that consultees were unable to find the relevant sections, relating to mitigation, within the PEIR document.   | It is recognised that the PEIR is a detailed and technical document, although care was taken to keep it as concise and clear as possible. To improve understanding, a non-technical summary of the PEIR was provided as a consultation document to summarise the key points of the PEIR in six pages.  | N   |
| Carbon Emissions   | Suggestion to reduce speed limits, to improve traffic flow and CO2 emissions.   | An updated user carbon assessment, located in Chapter 14 - Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2), indicates a reduction in carbon emissions as a result of the scheme. This is due to the traffic model which, despite showing an increase in total number of kilometres travelled, it also predicts a reduction in congestion in the area. The benefit from this reduction in congestion outweighs the amount carbon associated with the extra distance travelled. | N   |
|  | Concerns that construction vehicles would cause additional CO2 emissions and pollution.   | Carbon emissions from labour, as well as transport of materials used for construction, have been considered within the capital carbon assessment, presented in Chapter 14 - Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2). Carbon emissions, resulting from the construction of the scheme, are expected to be offset by the reduction in user carbon from reduced congestion as a result of the scheme.  | N   |
| Construction Impacts   | Suggestion that construction plans should be flexible to ensure traffic flow in times of congestion.  | Suggestion noted. This will be confirmed in the contractor's detailed planning and programming activities.   | N   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |  |   |   |
|--|--|---|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | Highways England has already received building advice, which includes a draft Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1). This would be refined by the Principal Contractor during the detailed design stage.   |   |
|  | Suggestion that all waste/refuse from construction compounds should be removed after construction of the new A30.  | A method statement for the preparation and reinstatement of the compound area would be provided.  | N   |
| Local Road Network   | Suggestion that the existing A30 should be removed entirely following construction of the new A30.   | The existing A30 has been retained to provide a diversion route, avoiding Truro, in the event of planned maintenance or emergency circumstances. The existing A30 would also provide access to the small communities that live along the current road.  | N   |
|  | Suggestion that appropriate junction improvements must be implemented at the junction accessing NFH to safeguard the safety of road users.   | Highways England is committed to retaining 24-hour access to all properties and businesses affected by the scheme, during construction and operation. From ongoing engagement with landowners, requirements have been noted and relevant access would be provided, ensuring that safe visibility is achieved. Detailed accommodation works plans would be developed during the detailed design stage. | N   |
| Design and Routing   | Suggestion for alternative routes and amending current junctions to allow better access to NFH due to the land take.   | Consideration of the route, access and land take relating to the NFH business is provided in response to matters raised by PIL ID56 and 57 in Table 8-2 of this report.   | N   |
|  | Concerns that laybys, located in Marazanvose, immediately adjacent to residential dwellings would cause additional noise, litter and overnight sleepers and should be relocated to the outskirts of the village. | Following the public and stakeholder consultation feedback, the proposed eastbound layby at Marazanvose has been moved approximately 150m further west and the westbound layby has been moved approximately 50m further west. This ensures that the laybys are no longer located directly opposite the properties in Marazanvose.   | Y   |

| <b>Question 5: Do you have any additional comments on the mitigation that we are proposing, or any other suggestions for mitigation?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | Laybys are required along a major road or highway to provide safe stopping places for road users. The location and spacing of laybys is in accordance with the DMRB design standards.  |   |
| Walking, Cycling and Horse Riding (WCH)  | Suggestion for the incorporation of a north/south WCH link at Chiverton Cross, connecting St Agnes and Truro.  | As outlined in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), an underpass would be provided (reference PR2) to facilitate a WCH crossing, north/south, to the west of Chiverton junction. | Y   |
|  | Suggestion for WCH access to be incorporated into the green bridge at Marazanvose to improve connectivity.     | As outlined in The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the green bridge would provide a bridleway along the scheme for WCH users to improve connectivity.   | Y   |
|  | Suggestion for a green lane to be included within the existing A30, after the road has been downgraded.        | As considered in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), the provision of cycle lanes on the existing A30 is not considered necessary, due to anticipated reduction in traffic.   | N   |
|  | Suggestion that WCH should be included as a mitigation measure where it is not included as part of the scheme. | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), provides additional detail regarding proposed WCH mitigation.   | Y   |

**Table 8-9 Summary of responses and regard had to responses: existing A30**

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| People and Communities  | Suggestion that additional underpasses should be constructed, under the new A30, to improve north/south connections, to preserve community connectivity and the local road network.                                | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers public rights of way and WCH.</p> <p>It also considers where it is necessary to block public rights of way during construction activities. The provision of alternatives routes and diversions would ensure that access across the new A30 is maintained at key points during operation.</p> <p>Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide enhancement / improved linkages.</p> | Y   |
|   | Concerns that the junction layout and the route of the A390 would encourage rat running through Penstraze Lane, Silverwell and Blackwater, unsettling the community's wellbeing and perception of personal safety. | <p>As detailed in the Traffic Report (Volume 7, Document Reference 7.4), the traffic model does show that when the scheme is in place, traffic in Penstraze will increase as vehicles, coming from all directions, would use this as an alternative route to the A390. In 2038, the Annual Average Daily Traffic is set to increase by 71%, from 1,915 to 3,277. The afternoon peak sees the greatest increase, as the two-way traffic increases from 621 to 1,342 (an increase of 116%).</p> <p>Highways England is committed to funding Cornwall Council to monitor traffic on Penstraze Lane, following the opening of the scheme. The results of this monitoring could result in the closure of this lane which would be funded by Highways England</p>  | N   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b> |   |   |   |
|---|---|---|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act.</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | <p>Traffic modelling, undertaken in Blackwater, shows an 8.2% increase (462 vehicles per day) in traffic. This equates to an additional average of 26 vehicles an hour, based on an 18-hour day. The increase in traffic is limited and it is considered that it is unlikely to result in significant effects.</p> <p>The road through Silverwell, between the B3277 at Three Burrows and B3285 at Mithian, was not included within the traffic model. Cornwall Council identified the minor roads where the impact of rat running would need to be assessed and these areas were not highlighted as a concern.</p> |   |
| Traffic and Transport   | Support for the scheme due to the reduction of congestion on the existing A30.  | The support for the scheme, and the recognition of its benefits with regard to reducing congestion, is noted.   | N/A   |
|   | Support for the existing A30 to be kept as it can reduce traffic flow on new A30 and maintain local connectivity.                                     | The support for this element of the scheme is noted.  | N/A   |
|   | Support for the reduction of speed limits on the existing A30.  | Highways England is in discussion with Cornwall Council, regarding proposals on the existing A30 once it is downgraded. At the time of submission, reduction in speed limits on the existing A30 are not being considered. However, design measures to influence driver behaviour, discouraging high speeds, would be introduced by Cornwall Council and funded by Highways England.  | N/A   |
|   | Suggestion that if an incident occurred on the new A30 resulting in closure, the existing A30 can act as a relief road, mitigating congestion issues. | As part of the maintenance and operation strategy for the proposed new scheme, in the event of a serious accident and during full carriageway works, traffic could be taken off the proposed new A30 and directed to the existing road network via the three major junctions or the six emergency access points along the route.  | N/A   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b> |   |   |   |
|---|---|---|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act.</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Suggestion that existing A30 should be converted into a light rail or tram link.  | The existing A30 will be retained to maintain local connectivity and provide an alternative local route to the proposed A30 dual carriageway.   | N   |
|   | Suggestion that existing A30 should be reserved for the use of WCH, emergency vehicles and utilities only.  | It is not possible to reserve the existing A30 solely for the use of walkers, cyclists and equestrian users, as the road is required to provide access to the local communities. Most of the traffic using the existing road would be for local access. There would be occasions where incidents or maintenance of the new A30 dual carriageway would require the use of the existing A30 as a diversion route, to avoid the use of the roads through Truro.  | N   |
|   | Suggestion to restore public transport and bus stops at Tresawsen/Allet Junction to improve accessibility of WCH within the county.   | As part of Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an assessment of buses has assumed that services would continue to use existing routes and facilities along the existing A30. It is not intended that the existing bus facilities would change as a result of the scheme.   | N   |
|   | Suggestion that public bus service along the existing A30 would be beneficial - with Trevisson Park willing to provide two shelters if stops were placed at the site for employees. |   | N   |
|   | Concerns that current road network and proposed A30 will prevent the reliability of journey times of north/south trips in Cornwall.   | Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport report (Volume 7, Document Reference 7.4). The model forecasts that overall journey times across the area (including north/south across the A30) would improve, as the scheme would remove traffic from the existing A30.<br><br>Further detail on the traffic modelling is provided in the Transport report (Volume 7, Document Reference 7.4). | N/A   |
|   | Concerns that scheme would encourage the breaking of speed limits on the local road network.  | At the time of submission, reduction in speed limits on the existing A30 or surrounding roads are not being considered.   | N   |



| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>  |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>However, design measures to influence driver behaviour, discouraging high speeds on the existing A30, would be introduced by Cornwall Council and funded by Highways England.</p> <p>It is not expected that the scheme would cause increased speeds on local roads. Therefore, there are no proposals for the management of this to form part of DCO application or discussions with Cornwall Council.</p>   |   |
| Concerns that the proposed scheme would increase congestion on the new A30, existing A30, major junctions and local road network.  | <p>The traffic modelling, undertaken to review the scheme, shows that across the overall network, there would be a decrease in both the distance travelled and the minutes travelled when compared to the scenario in which the scheme was not implemented.</p> <p>It has been shown that there would be improvements in most journey times along the A30 east/west and north/south across the A30.</p> <p>Further details on the traffic modelling and transport benefits of the scheme is provided in the Transport report (Volume 7, Document Reference 7.4).</p> | N   |
| Concern that congestion during construction will inhibit mobility on the local road network, reducing access to Richard Lander Secondary School. A suggestion for additional communication to formulating transport plans for the school to minimise travel impacts. | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the construction phase, severing existing routes, is anticipated have a variety of effects on the local WCH network.  | N/A   |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?   |   |  |
|--|---|--|
| Matters raised in response to consultation   | Regard had to response under section 49 of the Act.   | Matter relevant to a design change? (Y/N or N/A) |
|  | <p>In all cases, realignment or diversion of these local routes is proposed, utilising the new side roads, bridges and junctions, where possible, to maintain access for users.</p> <p>Overall, during construction, there is likely to be a short-term and slight adverse effect, which would be insignificant.</p> <p>The Outline Traffic Management Plan would detail how local routes will be managed during construction (Volume 6, Document Reference 6.4, Appendix 2.1).</p>   |  |
| <p>Concern that the lack of east facing slip roads would result in additional traffic and congestion in Perranporth, due to a constrained road network. A suggestion that Goonhavern and Perranporth traffic should be diverted to Chiverton Cross Junction, rather than Carland Cross Roundabout to reduce the strain on the B3284 and B3285.</p> | <p>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport Report (Volume 7, Document Reference 7.5).</p> <p>The routing of trips in the SATURN model is based on all trips following the lowest cost route between their origin and destination. The cost is calculated as a function of the journey time and journey distance. All trips within the study area have been modelled on the network in the model and assigned the most cost-effective routes rather than pre-defined routes.</p> <p>The results of this strategic transport modelling show that the B3285 between Perranporth and Goonhavern would experience a 26% decrease in daily traffic flows by 2038 with the scheme in place, compared to if it was not constructed. The B3285 between Goonhavern and the existing A30 at Boxheater would see a smaller reduction of 6% of daily traffic flows. However, the B3284 to the south of Perranporth would experience an increase of 27% in daily traffic with the scheme in place. The strategic traffic model and subsequent detailed</p> | N  |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>  |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act.</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>junction assessment modelling has shown that the forecast network with the scheme in place has capacity to accommodate these forecast trips.</p> <p>The non-provision of east facing slips is considered in detail in response to matters raised by Cornwall Council in Table 8-1 of this report.</p>  |   |
| Concerns that the proposed junction design at Chybucca would result in increased traffic flow through Shortlanesend upon the B3284 to Truro.   | <p>The transport modelling shows that there would be an increase in traffic flow through Shortlanesend as a result of the scheme because this offers an alternative route between the A30 and Truro to the A390.</p> <p>However, traffic modelling only takes current behaviours into account and does not consider that many people may use the Strategic Road Network (SRN) to travel between the A30 and Truro.</p> <p>Highways England is in discussion with Cornwall Council regarding the impact on the B3284 at Shortlanesend.</p> | N/A   |
| Concerns that westbound access to Truro, via Chybucca and the B3284, would be inhibited, resulting in reduced usage of car parks on the approach to Truro. Concerns that additional congestion would occur in Truro city centre. | The traffic model, used to assess the impacts of the scheme, forecasts a significant increase in traffic on the B3284 as a result of the scheme. A large decrease in car park usage in Truro is not forecast.   | N/A   |
| Concerns that the proposed route would cause congestion on the A390 and would result in additional rat running on Penstraze Lane.  | The traffic model shows that traffic on Penstraze would increase, when the scheme is in place, as vehicles would use this as an alternative route to the A390. In 2038 the Annual Average Daily Traffic (which is two way) increases from 1,915 to 3,277, an increase of 71%, when the scheme is in place.  | N/A   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b> |   |  |    |
|---|---|--|----|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act.</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b>  |    |
|   | <p>The afternoon (PM) peak sees the greatest increase when the two-way traffic increases from 621 to 1,342, an increase of 116%.</p> <p>Highways England is committed to funding Cornwall Council to monitor traffic on Penstraze Lane, following the opening of the scheme. The results of this monitoring could result in the closure of this lane (aside from for access). This closure would be funded by Highways England.</p> |  |    |
| Economics   | Support for the retaining of the existing A30, due to maintained transport links and accessibility of businesses within smaller communities.  | The support for this element of the scheme is noted.   | NA |
|   | Suggestion that Cornwall Council considers the economic potential of land, between new and existing A30, for business (as agricultural use is hindered by severance).   | This is beyond the scope of this DCO application. It is for Cornwall Council to decide how to allocate land for development and consider planning applications as appropriate.   | N  |
|   | Suggestion for Cornwall Wildlife Trust to work with farmers to create an attraction/farm shop along the existing A30 to sell local produce from farmers, as a means of diversifying the economic product provided.  | This is beyond the scope of this DCO application.  | N  |
|   | Suggestion that investment into WCH infrastructure on the local road network and the existing A30 will encourage cycle tourism within the county and enhance the John O'Groats to Lands' End route.   | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers public rights of way, and WCH. It considers where it is necessary to block public rights of way for construction activities to take place.</p> <p>Provision of alternatives routes or diversions will ensure that access across the new A30 is maintained at key points during operation.</p> | N  |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |  | Seven new routes are proposed, utilising private access points and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide enhancement and improved connections.   |   |
|   | Concerns of the financial capability of Cornwall Council to amend and maintain the existing A30, resulting in long term decline of the local road network.       | The maintenance of the existing A30 will be transferred to Cornwall Council. It is expected that Cornwall Council would maintain the road to the required standard in line with legal duties.  | N   |
| Land Ownership  | Suggestion for additional access to fields belonging to Trewithen Estate, on the existing A30, adjacent to the Carland Cross Junction.                           | Highways England is committed to retaining 24-hour access to all properties and businesses affected by the scheme, during construction and operation. From ongoing engagement with the landowner, requirements have been noted and the same level of access will be provided.<br><br>This ensures that safe visibility is achieved where access exits onto the local road network. Detailed accommodation works plans will be developed during the design stage. | N   |
| Principle of Development  | Support for the retaining and downgrading of the existing A30, due to maintained connectivity on the local road network.   | The support and recognition of the benefits of the scheme are noted.   | NA  |
|   | Support for the delegation of the existing A30 to Cornwall Council.  | The support for this element of the scheme is noted.   | NA  |
|   | Suggestion that amendments to the existing A30 should be included, as conditions within the current planning application ensure that they should be carried out. | The measures proposed are not required for the construction or operation of the scheme. However, Highways England is committed to funding measures on the existing A30 which are to the scheme.  | N   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Suggestion for additional consultation with the public to be conducted to gain thoughts about potential uses of the existing A30.   | All responses to question 6 of the statutory consultation process, regarding the existing A30, have been provided to Cornwall Council for further consideration.   | N   |
| Construction Impacts  | Support for the retention of the A30 and plans to construct the scheme offline because of the significant reductions in congestion.   | The support for this element of the scheme and the recognition of its benefits, with regard to minimised construction impact, is noted.  | NA  |
|   | Suggestion for effective traffic modelling and construction management to be implemented to reduce congestion, provide suitable diversion routes, prevent increase of retrospective costs and prevent disruption on the local road network. | One of the objectives of the scheme is to minimise disruption during construction. A principal reason for the chosen route was that it was away from the existing A30 (also known as "offline"), meaning that it can remain open during construction to reduce the effects on local roads. The Outline Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1) contains measures to manage traffic during construction. | N   |
|   | Concerns that completion of the new A30 will be delayed, resulting in a prolonged construction phase and increased impacts on local communities.  | The scheme is not expected to experience any delays.   | N   |
| Local Road Network  | Support for the Church Lane underpass to connect Zelah to the southern side of the A30, as it improves WCH access and connectivity.   | The support for this element of the scheme is noted.   | NA  |
|   | Support for the scheme as it will lead to increased connectivity across the new A30 and ease of access to the existing A30, due to reduced congestion.  | The support for the scheme, and the recognition of its benefits, with regard to reducing congestion and improved connectivity, is noted.   |   |
|   | Support for the number of crossings provided on the proposed A30 as it increases the ease of connectivity of north/south movements in Cornwall, specifically Allet to Tresawen and Killivose to Chyverton Park.                             | Support for this element of the scheme is noted.   | N/A   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>   |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Support for access to Penstraze Lane from the proposed Chiverton Cross Junction.  | Support for this element of the scheme is noted.   | N/A   |
| Support for the retention of the existing A30 as the road would support and maintain local mobility, due to its connection to the local road network. It minimises construction impacts and use in case of emergencies. | Support for this element of the scheme is noted.   | NA  |
| Support for the retention of Henvver Lane to increase access to Zelah from northern Cornwall on the B3285 and the existing A30.   | Support for this element of the scheme is noted.   | NA  |
| Support for the retention of Henvver Lane to increase alternative options to get to the existing A30, without having to only access the existing A30 via Boxheater Junction.  | Support for this element of the scheme is noted.   | N/A   |
| Support for the retention of the Two Barrows Bridge to increase connectivity on the local road network and safe WCH access.   | Support for this element of the scheme is noted.   | N/A   |
| Support for the Pennycomequick underpass proposal, as more direct north/south connections would be created on the local road network.   | Support for this element of the scheme is noted.   | N/A   |
| Support for the Trevalso underpass to improve the local road network connectivity.  | Support for this element of the scheme is noted.   | N/A   |
| Suggestion that Church Lane underpasses should be constructed under the new and existing A30 to improve north/south connectivity on the local road network.   | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies the Church Lane underpass will be provided to link to the existing A30 crossing, to accommodate WCH movements.<br><br>This will connect to the existing crossing of the existing A30, which will be retained with the associated stepped access. It is | N   |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?   |   |  |
|--|---|--|
| Matters raised in response to consultation   | Regard had to response under section 49 of the Act.   | Matter relevant to a design change? (Y/N or N/A) |
|  | <p>deemed that this existing crossing is acceptable due to the significantly reduced traffic volumes on the existing A30. This is provided that vegetation is maintained to provide clear visibility.</p> <p>It is considered that there will be benefits to north/south movements, especially given improved traffic conditions.</p>   |  |
| Suggestion that local road access to Chynoweth Farm and Killivose Farm should be improved through amendments to Shortlanesend and Zelah Road.              | <p>Highways England is committed to retaining 24-hour access to all properties and businesses affected by the scheme during construction and operation.</p> <p>Improvements to the crossroads, south of Chenoweth Farm, are part of the DCO application. This has been included to ensure that Chenoweth Farm is not severed from HGV access to the existing A30 through improving access from this crossroad to Tresawsen underpass.</p> | N/A  |
| Suggestion that the existing A30 should be closed to motorised traffic and subsequently used for woodland and planting, similar to proposals at Goss Moor. | The retention of the existing A30 is necessary to maintain local connectivity.  | N  |
| Suggestion that Marazanvose Road should not be closed to prevent severance of the village and maintain connectivity on the local road network.             | A bridleway has been included over the Marazanvose green bridge This links the existing Killivose Lane and footpath to the south and Marazanvose Lane to the north.   | Y  |
| Suggestion that Allet Road should be re-routed to the east to connect with Tresawsen underpass, for more direct access across the existing and new A30.    | The Allet Road will be re-routed to the east, through the new Tresawsen underpass, with a new simple junction onto the existing A30.  | N  |
| Suggestion that access from Marazanvose to Killivose should be secured to prevent the severance of the local road network connection.                      | The connection from Marazanvose to Killivose is being retained for WCH users through the provision of a bridleway, connecting the lane adjacent to Marazan Farm to the green bridge at  | Y  |



| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>   |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Marazanvose. The footpath at Nancarrow will also be retained and will connect to the green bridge.   |   |
| Suggestion that the existing A30 should be used as a relief road in case of a collision or when a road closure is scheduled.  | The existing A30 will provide an alternative continuous route between Chiverton and Carland Cross; this is one of the benefits of the selected 'offline' solution.<br><br>Additional access points have been included in proposals to increase resilience, in order to for the existing A30 and new A30 to act as diversions, should it be necessary.  | N/A   |
| Suggestion that the existing A30 should be maintained to ensure lack of disruption and ease of use for road users.  | The maintenance of the existing A30 is a key part of the proposals. As a result, Highways England does not forecast disruption on the existing A30 during construction or operation of the new road.<br><br>Highways England is committed to funding design measures to be implemented by Cornwall Council, which include discouraging high speeds on the existing A30 by influencing driver behaviour.  | N   |
| Suggestion that additional exit/entrance points, crossings and underpasses on the existing A30 should be constructed to improve the connectivity of the local road network such as: Blackwater to the A390 and; St Agnes to Truro routes. | Retaining a safe, accessible and fit for purpose side road network is a key requirement of the new scheme, particularly the north/south connectivity across the scheme. This has been achieved by including: three junctions at Chiverton (with the A390, A3075, B3277 and the existing A30), Chybucca (B3284) and Carland Cross (A39); four north/south crossings at Tresawsen, Trevalso, Tolgroggan and Penncomequick; and four dedicated WCH crossings at Chiverton, Church Lane, Marazanvose and Newlyn Downs. | N   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>   |   |   |
|---|---|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act.</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | The existing A30 will be retained parallel to the proposed A30 as a local route. This connects to the three junctions with the proposed A30 at Chiverton, Chybucca and Carland Cross.   |   |
| Suggestion that agricultural vehicles should be prohibited from using the new A30 and, therefore, should be limited to the existing A30.                                  | Highways England does not propose to exclude slow moving vehicles from using the proposed A30. However, WCH users will be prohibited and directed to the alternative existing A30 parallel route. As there is an alternative route, this measure could be introduced in the future.   | N/A   |
| Suggestion that a T-junction, connecting the existing A30 and Mitchell, is inadequate due to speeds and should therefore be redesigned in the format of a slip road.      | This is outside the remit of the DCO application.   | N   |
| Suggestion that the existing A30 should be closed in its entirety, except for traffic crossing from Victoria to St Colum Major and Boxheater to Carland Cross Roundabout. | The retention of the existing A30 is necessary to maintain local connectivity and provide an alternative local route to the main A30 dual carriageway.  | N   |
| Suggestion that Trevalso Farm should have direct access to Henver Lane via an underpass at Trevalso Lane to avoid having to access the existing A30.                      | A new underpass at Trevalso is being constructed under the proposed and existing A30 in order to retain north/south connectivity. This will provide a direct link to the existing A30.  | Y   |
| Suggestion that Pennycomequick and Trevalso Lane underpasses should not be closed off during the construction phase in order to aid north/south links.                    | Highways England has incorporated buildability advice from a main works contractor in development of the design of the underpasses, to limit disruption throughout the construction period. This has involved designing the Pennycomequick and Trevalso underpasses offline so that the existing lanes can be used whilst the new underpass is being constructed. | N/A   |
| Suggestion that Trevalso should be connected to the Pennycomequick Junction.  | The construction of a link across Trevalso Farm, connecting Trevalso Lane and Pennycomequick Lane, was considered, however, this would be undesirable due to the need to minimise land take in this area following consultation with the landowner. This connection would have also been impractical  | N/A   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | due to the number of cattle gates that would have been required along its length.  |   |
|   | Suggestion that Trevalso Bridge to St Allen should be retained to improve connectivity and safe WCH access.   | A new underpass at Trevalso will be constructed under the proposed and existing A30 to retain north/south connectivity. WCH users will be able to use the carriageway and widened verge through the underpass. An underpass is proposed rather than a bridge, because the carriageway is on an embankment at this location, therefore, an underpass would limit the visual and noise impact compared to a bridge.                  | N/A   |
|   | Suggestion that an bridge should be constructed over the new A30 to connect Pennycomequick and Tolcrane.  | A new underpass will be constructed under the proposed and existing A30 to retain north/south connectivity. An underpass is being proposed rather than a bridge, because the carriageway passes over a valley at this location, therefore, an underpass would limit the visual and noise impact compared to a bridge.  | N/A   |
|   | Suggestion that extra lanes should be added to Roseworthy Dip with any excess materials from the construction of the proposed A30.  | This is beyond the remit of the DCO application.   | N   |
|   | Suggestion that Cornwall Council should manage the local road network so construction impacts do not cause significant disruptions, including alternative routes.                                   | One of the objectives of the scheme is to minimise disruption during construction. A principal reason for the chosen route was that it can be constructed offsite of the existing A30, which means that it can remain open during construction to reduce the effects on local roads. The Outline Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1) contains measures to manage traffic during construction. | N   |
|   | Suggestion that an access route, connecting a temporary access track from the existing A30, should be provided to the Garvinack Solar Panel Park should the site be closed off during construction. | Highways England is committed to retaining 24-hour access to all properties affected by the scheme during construction and operation. Exact details of temporary access requirements will be developed in the detailed design stage.   | N   |

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|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Concerns that potential diversions via the Kea Downs would be inadequate for a large volume of traffic due to safety and additional congestion.   | Highways England has already received buildability advice, which includes an Outline Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1). This will be refined by the Principal Contractor during the detailed design stage and will include an assessment of potential diversion routes. | N   |
| Suggestion that Trevalso Farm should be connected to Henvor Lane to avoid interaction with the current and new A30 and to reduce the risk of rat running.                                     | Henvor Lane will be retained and realigned to accommodate the new junction with the Trevalso Lane underpass, which crosses underneath the proposed and the existing A30. The new alignment will have a tight bend, to restrict excessive speeds through this section.  | N   |
| Suggestion that routing improvements to the A390 and Penstraze Lane would reduce congestion on the approach to the A30 Chiverton junction.  | Highways England is committed to funding Cornwall Council to monitor traffic on Penstraze Lane following the opening of the scheme. The results of this monitoring could result in the closure of this lane (aside from for access). This closure would be funded by Highways England.                         | N   |
| Suggestion that all junctions on the existing A30 should be amended to allow ease of access and exit due to high road speeds that may impair safety.  | The proposed A30 and side roads have been designed to the standards laid out in the Design Manual for Roads and Bridges (DMRB). The design of all junctions includes ease of access and visibility.  | N   |
| Suggestion that increased connectivity should be provided on the local road network to increase access to Newlyn Downs and the SSSI sites, to improve public access to the countryside.       | This suggestion is outside the remit of the DCO application.   | N   |
| Suggestion that proposed changes to the Tresawsen/Allet Junction should be relocated further away from the blind summit adjacent to improve safety and minimise the likelihood of collisions. | The proposed A30 has been designed to the standards laid out in the DMRB.<br>Full standard stopping sight distance to and from the new Tresawsen Junction with the existing A30 has been provided.   | N   |
| Suggestion that St Erme and Mitchell should be reconnected using the farm track with runs along the route of the old A30.   | A new bridleway has been provided at this location to connect the existing Carland Cross Roundabout with Mitchell.   | N   |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?  |   |  |
|---|---|--|
| Matters raised in response to consultation  | Regard had to response under section 49 of the Act.   | Matter relevant to a design change? (Y/N or N/A) |
| Concerns that proposed A30 and retention of the existing A30 would result in little difference in the unpredictability of north/south movements within Cornwall.  | Traffic modelling shows that the scheme would result in improved journey times north/south, as a result of reduction in traffic on the existing A30, removing congestion at junctions.<br><br>Further detail on the traffic modelling is provided in the Transport report (Volume 7, Document Reference 7.4).   | NA   |
| <p>Public comments relating to Boxheater Junction</p> <ul style="list-style-type: none"> <li>Suggestion that access to Perranporth, on the B3284/A3075, and Boxheater Junction must be improved. This is due to increased journeys on this route because of reduced access at Chybucca junction.</li> <li>Suggestion that due to additional journeys being undertaken from northern Cornwall, entering the existing A30 at Boxheater Junction, junction improvements will be required at Boxheater Junction, Scotland Road and Cubert Cross, in order to increase capacity.</li> <li>Suggestion that Boxheater Junction improvements are vital to ensure that traffic does not use Henvver Lane as a cut through to gain quicker access to the existing A30.</li> <li>Suggestion that slip roads should be implemented on the Boxheater Junction to improve the ease of access during emergencies.</li> </ul> | At Boxheater Junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening of the scheme. Highways England proposes to fund minor improvements to the junction to improve safety, and is in discussion with Cornwall Council regarding the extent of these improvements. There are no proposals to improve Cubert Junction or Scotland Road as these are not affected by the scheme. | N  |
| <p>Suggestions relating to Henvver Lane</p> <ul style="list-style-type: none"> <li>Suggestion that Henvver Lane should be closed off at one end in order to prevent through traffic and rat running through Zelah.</li> </ul>   | At Henvver Lane, Highways England is committed to funding Cornwall Council to monitor traffic movements following the opening of the scheme, and would fund the closure of Henvver Lane (except for access) if a significant increase in traffic is   | N/A  |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>  |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act.</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| <ul style="list-style-type: none"> <li>• Suggestion that improvements should be made to Herver Lane to maintain access to Zelah and adequately deal with anticipated traffic increases.</li> <li>• Suggestion that a roundabout on the current Cubert Junction site would reduce traffic flow down Scotland Road and Herver Lane.</li> <li>• Suggestion that Herver Lane should be blocked at Scotland Road to discourage road use and direct cars toward Boxheater Junction.</li> <li>• Suggestion to downgrade Herver Lane, on completion of the A30, to reduce through traffic travelling through Zelah.</li> <li>• Suggestion that Herver Lane should not be blocked and should have access to the Zelah.</li> <li>• Suggestion that Herver Lane should join with the existing A30 in a T-junction formation.</li> <li>• Suggestion that Herver Lane should not be blocked and should have access to Zelah.</li> </ul> | <p>experienced. It is yet to be determined how much the traffic would have to increase in order to warrant the closure. There are no proposals to change the Cubert Junction or provide a roundabout at that location as it is not affected by the proposed scheme.</p>   |   |
| <p>Suggestion that Herver Lane should be closed off at one end in order to prevent through traffic and rat running through Zelah.</p> <p>Suggestion that improvements should be made to Herver Lane to maintain access to Zelah and adequately deal with anticipated traffic increases.</p> <p>Suggestion that a roundabout junction on the current Cubert junction site would reduce traffic flow down Scotland Road and Herver Lane.</p>   | <p>At Herver Lane, Highways England is committed to funding Cornwall Council to monitor traffic movements following the opening of the scheme, and will fund the closure of Herver Lane (except for access) should a significant increase in traffic be experienced. The level of increase in traffic that would cause this closure is still to be determined.</p> <p>There are no proposals to change the Cubert junction, or provide a roundabout at that location, as it is not affected by the proposed scheme.</p> | N/A   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>  |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act.</b> | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| <p>Suggestion that Herver Lane should be stopped up at Scotland Rd to discourage road use and direct cars toward Boxheater junction.</p> <p>Suggestion to downgrade Herver Lane on completion of the A30 to reduce through traffic travelling through Zelah.</p> <p>Suggestion that Herver Lane should not be stopped up and should have access to the Zelah.</p> <p>Suggestion that Herver Lane should join with the existing A30 in a T-junction formation.</p> <p>Suggestion that Herver Lane should not be stopped up and should have access to the Zelah.</p> |  |   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>  |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act.</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| <p>Suggestion that the existing A30 would require alterations due to a high reliance on the road network by east bound traffic. Suggestion that traffic calming measures should be installed on the existing A30 in order to make conditions more conducive for walkers, cyclists and horse riders.</p> <p>Suggestion that road signage should be reduced after downgrading is complete as current levels of signage on the A30 are too high.</p> <p>Suggestion that, where possible, laybys should be retained on the existing A30 and that the local road network should be retrofitted to provide more laybys for agricultural vehicles and that additional laybys should be implemented on the A30 for agricultural vehicles to courtesy pull, to reduce congestion on the local road network.</p> | <p>Traffic model forecasts show that the majority of traffic will transfer to the proposed A30, which will significantly reduce traffic on the existing A30.</p> <p>These benefits will facilitate and allow improved conditions for walkers, cyclists and horse riders along the existing A30.</p> <p>There are no proposals to change the speed limit on the existing A30. However, Highways England is committed to funding measures which will influence driver behaviour to discourage high speeds. Highways England is also committed to funding measures which will encourage the use of the road by walkers, cyclists and horse riders. The extent of these measures is yet to be determined.</p> <p>A signage strategy on the existing A30 will be agreed with Cornwall Council to reduce the number of signs and encourage the use of the strategic road network for non-local journeys.</p> <p>Regarding laybys, Highways England is committed to funding the removal of laybys on the existing A30 as part of the measures to downgrade the road.</p> | N   |
| <p>Suggestion that A3075 connecting Chiverton Cross and Newquay should be downgraded following the construction of the proposed A30.</p>   | <p>There are no proposals to downgrade the A3075 road as it is a main route to Newquay.</p>   | N   |
| <p>Suggestion that Kenwyn Valleys should be better linked to the existing A30 due to poor connectivity at present.</p>   | <p>Connections to Kenwyn Valley are beyond the remit of the DCO application.</p>  | N   |



| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>  |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that Church Lane should be opened back into Zelah to improve accessibility and connectivity on the local road network.  | At Church Lane, the new A30 will include an underpass connecting the existing crossing of the A30 to the lane south of Zelah, re-connecting the historically severed link.   | N   |
| Suggestion that Zelah High Road and Henver Lane should have separate access to the local road from the Eastern side.   | At the road through Zelah, traffic modelling shows a reduction to zero movements on average. Therefore, there are no proposals to change the road through Zelah.   | N   |
| Suggestion that a local road connecting Mitchell to the existing A30 would improve severed links that currently exist.   | There are no proposals for a new local road at Mitchell connecting to the A30 existing as this is outside the remit of the DCO application.  | N   |
| Suggestion that access to the Newlyn Downs could be improved through the construction of a local road to the south of the proposed and new A30.                              | Connections to Newlyn Downs for walkers, cyclists and horse riders are improved by the scheme through the provision of an underpass to the west of Carland Cross and a new footpath along the length of the blocked existing A30 between the existing roundabout at Carland Cross and the new A30. The existing local road network in this area is being maintained in its current form, and no new connections are proposed.            | N   |
| Concerns that Roscarnick Farm access to the A30 is currently unsuitable and would need to be amended to cope with anticipated increases in traffic flow.                     | A new access to Roscarnick Farm's field adjacent to the A390 is being provided.  | N   |
| Suggestion that the A390 should be made a dual carriageway as far as Threemilestone to alleviate traffic congestion on the local road network approaching and leaving Truro. | There are no proposals to make the A390 a dual carriageway as this is beyond the remit of the DCO application.   | N   |
| Concerns that non-provision of east facing slip roads will result in additional traffic flow and rat running on the B3284 travelling through Shortlanesend and Allet.        | Traffic modelling shows that not providing of east facing slip roads at Chybucca would increase the number of vehicles passing through Shortlanesend by approximately 20 vehicles per day in 2038, compared to provision of the west facing slip roads only. With this in mind, the impact of east facing slip roads on traffic through Shortlanesend is limited and not considered sufficient to justify east facing slips, taking into | N/A   |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?   |  |  |
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| Matters raised in response to consultation   | Regard had to response under section 49 of the Act.  | Matter relevant to a design change? (Y/N or N/A) |
|  | <p>account all other factors such as environmental, land take and cost impacts of such provision.</p> <p>Traffic flow through Allet increases as a result of the scheme. When east facing slip roads are included in the model there is an increase of approximately 10 vehicles per day in 2038 compared to a do minimum scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form. Further detail on the traffic modelling is provided in the Transport report (Volume 7, Document Reference 7.4).</p>   |  |
| Concerns that the proposed scheme would increase the level of rat running through small communities such as Zelah and Henver Lane.   | <p>Henver Lane traffic volumes would significantly reduce because of the improved access to the existing A30 available at the Boxheater Junction.</p> <p>However, as traffic volumes on the existing A30 lightly trafficked, any existing rat running through Zelah to avoid the existing A30 is predicted to cease.</p>   | N/A  |
| Concerns that communities such as Goonhavern, Perranporth and Zelah would still be very reliant on the existing A30 due to lack of access to the new A30 at Chybucca junction. | <p>Whilst east facing slips would improve the accessibility for communities around Zelah, this issue is considered in response to matters raised by Cornwall Council in Table 8.1 of this report.</p> <p>People wishing to access Goonhavern, Perranporth, Zelah and other communities to the north of the existing A30 will have the option of using the existing A30 from Carland Cross, which will have significantly less traffic on it with the scheme in place. Journey times between Carland Cross and Callestick, via the existing A30, are forecast to reduce from 15m 53s to 10m 22s by 2038 with the scheme in place - a journey time reduction of over 5minutes. Alternatively, the new A30 could be used from</p> | N  |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?  |   |  |
|---|---|--|
| Matters raised in response to consultation  | Regard had to response under section 49 of the Act.   | Matter relevant to a design change? (Y/N or N/A) |
|   | Chiverton junction for access to the A3075 for Goonhavern and Perranporth.  |  |
| Concerns that the proposed Trevalso underpass is larger than required.  | <p>All vehicular underpasses and over-bridges crossing the proposed A30 have been designed to accommodate the maximum legal articulated vehicles up to a minimum height of 5.3m plus allowance for the vertical alignment.</p> <p>The carriageway of the proposed Trevalso underpass has a width that matches the existing lane. Verges have been installed to achieve the minimum safe visibility and so that walkers, cyclists and horse riders can safely use the underpass.</p>   | N  |
| Concerns that Henvver Lane junction (U bend) is inadequate and does not permit suitable visibility for cars leaving the junction.   | Henvver Lane will be maintained and realigned to accommodate the new junction with the new Trevalso Lane underpass. The new alignment will retain a tight horizontal curvature as with the existing, to restrict excessive speeds through this section, but retaining full standard visibility.   | N  |
| Concerns that keeping open Penstraze Lane which serves Roscarnick Farm connecting the A390 to the new A30 is inappropriate due to lack of capacity, and instead should be designated for agricultural and WCH use only. | <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), Penstraze Lane is not identified by Cornwall Council as a bridleway or footpath and will continue to operate as a road open to all.</p> <p>Highways England is committed to funding Cornwall Council to monitor traffic on Penstraze Lane following the opening of the scheme. The results of this monitoring could result in the</p> | N  |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?  |  |  |
|---|--|--|
| Matters raised in response to consultation  | Regard had to response under section 49 of the Act.  | Matter relevant to a design change? (Y/N or N/A) |
|   | closure of this lane (aside from for access). This closure would be funded by Highways England.  |  |
| Concerns that increased traffic on the local road network would increase rat running, such as at: Penstraze Lane; Kea Downs; Chacewater; Shortlanesend; Callestick; and Blackwater, Mithian, Zelah and. Henver Lane | <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) - with the scheme in place, the existing A30 would be much more attractive to walking, cycling and horse riding. The speed limit on the existing A30 would remain up to 60mph, however the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, reducing the usage of the existing A30, increasing the opportunity to mitigate severance caused by the A30. However, as detailed in the Transport report (Volume 7, Document Reference 7.5), some specific locations on the local network are expected to experience an increase in traffic following implementation of the scheme.</p> <p>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport Report (Volume 7, Document Reference 7.5).</p> <p>The traffic model forecasts the number of vehicles routing through Zelah would decrease to a level commensurate with the road being used for access only (i.e. a de-trunked road).</p> <p>Shortlanesend sees a significant increase in traffic as a result of the scheme due to it being a route into Truro from the west via Chybucca and an alternative to the A390.</p> <p>Kea Downs would see a small increase in traffic flows, due to the relocating of the proposed Chiverton junction to the north-</p> | N/A  |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?  |   |  |
|---|---|--|
| Matters raised in response to consultation  | Regard had to response under section 49 of the Act.   | Matter relevant to a design change? (Y/N or N/A) |
|   | <p>east of the existing junction, increasing trip lengths for some localised journeys.</p> <p>Chacewater would see a small decrease in traffic flows, with a larger number of vehicles joining the A30 at the proposed Chiverton junction, instead of the adjacent junction at Scorrier.</p> <p>Callestick would see a minor decrease from the lower traffic flows on the existing A30, reducing the number of vehicles that would rat-run through Callestick to/from the A3075.</p> <p>Blackwater would see a small increase due to the relocating of the proposed Chiverton junction to the north-east of the existing junction, increasing trip lengths for some routes, such as between Scorrier and the B3277.</p> |  |
| Concerns that traffic for Truro travelling westbound on the new A30 from Carland Cross would find a quicker route to Truro through Shortlanesend (via the B3284), particularly due to the perception of distance caused by the additional 1.5km added to reach the A390 at the proposed Chiverton Cross junction. | The transport modelling shows that there would be an increase in traffic flow through Shortlanesend as a result of the junction at Chybucca. This route offers an alternative route between the A30 and Truro.  | N  |
| Concerns that Truro to Perranporth route (A390 - A3075) route would remain congested as no alternative route through Chybucca junction would be acceptable.   | <p>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport report (Volume 7, Document Reference 7.4). The modelling shows that there would be no significant harmful impacts in relation to traffic queues at the Chiverton junction.</p> <p>A more detailed modelling assessment of the proposed Chiverton junction shows there is sufficient highway capacity to</p>   | N  |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?  |   |  |
|---|---|--|
| Matters raised in response to consultation  | Regard had to response under section 49 of the Act.   | Matter relevant to a design change? (Y/N or N/A) |
|   | meet the forecast demand in 2038 on the A390 and A3075 junction approaches. The assessment shows the new Chiverton design will significantly reduce queues compared to a scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form.   |  |
| Concerns that revoking public rights of way on Hawkins Lane under new proposals would sever connectivity between St Allen, St Erme and Zelah.   | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) consider walkers, cyclists and horse riders as users of such paths.<br><br>Where it is necessary to block public rights of way for construction activities, the provision of alternatives routes will ensure that access across the new A30 is maintained at key points during operation. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide enhancement / improved linkages. | N/A  |
| Concerns that the local road network would be unable to support HGV deliveries to Chynoweth Farm due to the closure of the Killivose/Zelah hill junction at Marazan Farm. Access would be possible from Tresawsen underpass, however the existing crossroad to the south of Chenoweth Farm is not passable by HGV due to the gradient and width of the road. Suggestion for junction improvements to permit HGV manoeuvres. | Improvements to the crossroads to the south of Chenoweth Farm are part of the DCO application. This has been included to ensure that Chenoweth farm is not severed from HGV access to the existing A30 through improving access from this crossroad to Tresawsen underpass.   | N/A  |
| Concerns that the removal of the Newlyn East exit would inhibit local connectivity and increase distances travelled on the local road network.  | Newlyn East will still be accessible from Boxheater junction on the retained existing A30.  | Y  |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>  |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act.</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Concerns that additional traffic flow on the B3284 between Truro and Shortlanesend would cause further congestion on the Chybucca junction.  | <p>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport report (Volume 7, Document Reference 7.4). The modelling shows that there would be no significant harmful impacts in relation to traffic queues at the Chybucca junction.</p> <p>A more detailed modelling assessment (using Junctions 9 software) of the proposed junction shows there is sufficient highway capacity to meet the forecast demand in 2038.</p>   | N/A   |
| Concerns that the local road network through Silverwell is inadequate to support the anticipated increase in through traffic/rat running during the tourist season and during instances of congestion/collisions on the new A30. | <p>The road through Silverwell between the B3277 at Three Burrows and B3285 at Mithian was not included within the traffic model. Cornwall Council identified the minor roads where the impact of rat running will need to be assessed during the development of the traffic model, which did not highlight Silverwell as a concern.</p> <p>The accident analysis for the scheme shows that there will be significant road safety benefits with the scheme in place. This will reduce the number of incidences where traffic might divert off the A30 to avoid such delays compared to not taking forward the scheme.</p> | N   |
| Concerns that the non-provision of east facing slip roads at Chybucca junction would result in a high degree of usage on the existing A30, thus requiring ongoing maintenance.   | Cornwall Council will continue maintain the existing A30 once it is downgraded to a standard required by their statutory duties.  | NA  |
| Concerns that reliance on the existing A30 would inhibit WCH usage/safety due to high traffic congestion, road speeds and deteriorating road conditions.   | As outlined in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place the existing A30 will be much more attractive to walkers, cyclists and horse riders. The speed   | N   |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built? |   |  |     |
|--|---|--|-----|
| Matters raised in response to consultation   | Regard had to response under section 49 of the Act.   | Matter relevant to a design change? (Y/N or N/A)   |     |
|  | limit on the existing A30 will remain up to 60mph, however traffic model forecasts show that the majority of traffic would transfer to the new A30 from the existing A30. This will make the existing A30 significantly less congested, with the potential for a substantial improvement in severance along the existing A30. These benefits will facilitate and allow improved conditions for walkers, cyclists and horse riders along the existing A30. |  |     |
| Design and Routing   | Support for the retention of the existing A30 due to the ability to reduce construction impacts and improve connectivity on the local road network.   | The support for this element of the scheme is noted.   | NA  |
|  | Suggestion that capacity of the A30 should have been increased through retrofitting the existing A30 rather than a new road, thus reducing costs and land take.   | The strategy for the proposed scheme is to retain the existing A30 as a local road to maintain regional connectivity. Several sections of the existing A30 that were dual carriageway have been retained as part of the proposed A30, such as over Tresawsen underpass. This has removed the need to construct a new underpass at this location, reducing costs in the process | N   |
|  | Suggestion that picnic areas and recreation spaces should be installed along the existing A30 to allow drivers to make stoppages during their journeys.   | Following feedback from the public consultation, a rest area has also been included off the B3277, near Chiverton.   | Y   |
|  | Suggestion that traffic calming measures should be implemented along the existing A30 to minimise the likelihood of rat running between the Mithian Downs, Perranporth and Truro.   | Design measures to influence driver behaviour to discourage high speeds will be introduced by Cornwall Council and funded by Highways England.   | N/A |
|  | Suggestion that Henvier Lane should be realigned to create a new road from Trevalso underpass to the west of Henvier Lane to connect with residential properties to the north of Henvier Lane. This would result in Henvier Lane becoming a cul-de-sac with no through traffic.   | Henvier Lane will be maintained and realigned to accommodate the new junction with Trevalso Lane. The new alignment will retain a tight horizontal curvature as with the existing junction, restricting excessive speeds through this section.   | N/A |



| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>  |  |   |
|--|--|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that reducing road widths along the local road network and incorporating WCH infrastructure would create safer roads and better access.   | Works to side roads within the scheme will be carried out in line with design safety standards. The width of side roads has been reduced to match the existing width where appropriate to maintain the rural character of the area.<br><br>There are no specific measures proposed as part of the scheme related to increased provision for walkers, cyclists and horse riders on the local road network, as this is outside the remit of the DCO application. | N/A   |
| Suggestion that additional overtaking areas/passing points should be included along the existing A30 to allow safe overtaking and courtesy pulling of slow/agricultural traffic.   | Overtaking lanes and passing on the existing A30 are not currently proposed as part of the downgrading measures funded by Highways England.  | N/A   |
| Suggestion that a redesign of Penstraze Lane could accommodate an alternative route, alleviating traffic on the A390 to and from Chiverton junction.   | Highways England is committed to funding Cornwall Council to monitor traffic on Penstraze Lane following the opening of the scheme. The results of this monitoring could result in the closure of this lane (aside from for access). This closure would be funded by Highways England.   | N/A   |
| Suggestion that connecting Cubert and Boxheater junctions would result in reduced rat running through Zelah.   | At Boxheater junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening of the scheme. Highways England is proposing to fund minor improvements to the junction to improve safety, and is in discussion with Cornwall Council regarding the extent of these improvements. There are no proposals to improve Cubert junction as this is not affected by the scheme.                               | N   |
| Suggestion that an additional roundabout north of the proposed junction to connect the unnamed road which connects the B3277 to the B3285 at St Agnes, would be suitable to segregate Truro and Perranporth traffic at Chiverton junction, thus reducing congestion. | The road through Silverwell between the B3277 at Three Burrows and B3285 at Mithian was not included within the traffic model. Cornwall Council identified the minor roads where the impact of rat running will need to be assessed during the   | N   |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |  | development of the traffic model, which did not include the roads outlined in this question.<br>As effects from the scheme are not predicted in this location, they are not proposed as part of the DCO application.   |   |
|   | Suggestion that increased corner angling (westward direction - entering unnamed road) is required at the car dealership on the existing A30 due to the frequency of traffic accidents. | The traffic model forecasts show that the majority of traffic would transfer to the new A30 from the existing A30 after the opening of the road, as such the risk of accidents in this location will be significantly reduced.   | NA  |
|   | Suggestion that the construction of a double lane roundabout junction at Cubert Cross/Goonhavern would mitigate traffic flows on Scotland Rd and Henver Lane due to increased access.  | At Boxheater junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening of the scheme. Highways England proposes to fund minor improvements to the junction to improve safety, and is in discussion with Cornwall Council regarding the extent of these improvements. There are no proposals to improve Cubert junction as this is not affected by the scheme. | N   |
|   | Suggestion that traffic calming measures such as rumble strips, chicanes and signage should be implemented on the downgraded A30 to reduce traffic speeds and improve ease of use.     | Design measures to influence driver behaviour to discourage high speeds on the existing A30 will be introduced by Cornwall Council and funded by Highways England.   | N   |
| Walking, Cycling and Horse Riding (WCH)   | Suggestion that WCH infrastructure should be included within the existing A30 after the process of downgrading is complete.  | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers cycling. Given the reduction in traffic on the existing A30, the provision of a dedicated cycle lane is not considered necessary.  | N   |
|   | Suggestion for reduced speed limits and increase traffic calming measures to be implemented on the existing A30 to make conditions more conducive for increased WCH usage.             | Highways England is working with Cornwall Council to establish the design of the existing A30 once it is downgraded. This may include the reduction in speed limits, however discussions are ongoing. As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6,  | Y   |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?                                |   |  |
|---|---|--|
| Matters raised in response to consultation  | Regard had to response under section 49 of the Act.   | Matter relevant to a design change? (Y/N or N/A) |
|   | Document Reference 6.2), with the scheme in place the existing A30 will be much more attractive to walking, cycling and horse riding.   |  |
| Suggestion for existing A30 to be reserved for WCH, public transport and emergency vehicles only following construction of the new A30. | The retention of the existing A30 is necessary to maintain local connectivity and provide an alternative local route to the main A30 dual carriageway.  | N  |
| Suggestion for the reinstatement of the St Erme to Mitchell WCH track as part of the scheme.  | The enhancement suggested sits outside the remit of the DCO and will be considered as part of Highways England's Designated Funds programme.  | N  |
| Suggestion that improved signage should be installed on the existing A30 to aid WCH users.  | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers appropriate local management. Signage will be provided as agreed with Cornwall Council. When work is required that affects the existing A30 and its side roads, a series of traffic and WCH route management measures will be implemented including clear signage and layout, especially at diversion routes. | Y  |
| Suggestion for bike lane provision to be provided on the A390 Chiverton junction to Truro.  | The enhancement suggested sits outside the remit of the DCO application.  | N  |
| Suggestion for reinstatement and maintenance of the local bridleway network to be encouraged as part of the scheme.                     | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) consider public rights of way, walkers, cyclists and horse riders. Where it is necessary to block public rights of way for  | Y  |

| Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?   |   |  |
|--|---|--|
| Matters raised in response to consultation   | Regard had to response under section 49 of the Act.   | Matter relevant to a design change? (Y/N or N/A) |
|  | construction activities, the provision of alternatives routes would ensure that access across the new A30 is maintained at key points during operation. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide improved linkages.   |  |
| Suggestion that construction of a Church Lane underpass under the current and new A30 routes should be encouraged and fitted with WCH access to aid connectivity.    | Church Lane underpass is proposed under the new A30 only, as current crossing on the existing A30 will be sufficient following the reduction in traffic on the existing A30 after the opening of the scheme.<br><br>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) confirms those details. | Y  |
| Suggestion for additional WCH footpaths along Henver Lane and surrounding Local Road Network to improve WCH connectivity.  | There are no proposals to improve WCH footpaths on the existing local road network as this falls outside the remit of the DCO application.<br><br>Chapter 12 - People and Communities of the of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) sets out the provision of WCH footpaths.   | Y  |
| Concerns that the existing A30 is proposed as an east/west WCH link without any commitments planned by Highways England, such as traffic calming and cycle capacity. | As outlined in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place the existing A30 will be much more attractive to walkers, cyclists and horse riders. The speed limit on the existing A30 will remain up to 60mph, however  | N/A  |

| <b>Question 6: Do you have any comments on what will happen to the existing A30 after the new A30 is built?</b>   |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act.</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | traffic model forecasts show that the majority of traffic would transfer to the new A30 from the existing A30. This will make the existing A30 significantly less congested, with the potential for a substantial improvement in severance along the existing A30. These benefits will facilitate and allow improved conditions for walkers, cyclists and horse riders along the existing A30. |   |
| Suggestion for dedicated bike lanes to be constructed on the B3277.   | The enhancement suggested sits outside the remit of the DCO.   | N/A   |
| Suggestion for increased access from Allet to Shortlanesend and increased WCH linkages on the local road network. | Walking, cycling and horse riding routes from Allet to Shortlanesend are situated to the south of the proposed scheme and fall outside the remit of the DCO application. However, these may be considered as part of Highways England's Designated Funds Programme.  | N/A   |
| Suggestion for additional north/south linkages including Perranporth and Goonhavern to Truro.                     | The enhancement suggested sits outside the remit of the DCO, however, could be considered under Highways England's Designated Funds Programme.   | N/A   |

**Table 8-10 Summary of responses and regard had to responses: construction**

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b> |  |   |   |
|---|--|---|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Biodiversity  | Support for the proposed scheme as it causes minimal impact to local wildlife and ecology.   | The support for the scheme, and recognition of its mitigation measures to minimise environmental impact, is noted.  | N/A   |
| Landscape and Visual Impact   | Suggestion that the proposed A30 scheme should be routed to follow the natural topography of the landscape to minimise visual impact.                  | <p>The vertical alignment has been developed in accordance with the standards set out in the Design Manual for Roads and Bridges (DMRB) to: provide a safe road with sufficient visibility; follow the existing topography of the ground as much as practicable to generate an earthworks balance; and to cause the least visual intrusion to local communities.</p> <p>Following the statutory consultation, the vertical alignment has been lowered around Marazanvose and Pennycomequick to improve the earthworks balance on the scheme.</p>  | Y   |
|   | Concerns that lighting associated with construction sites would cause negative impacts on dwellings located adjacent or within proximity to compounds. | <p>An Outline Construction Environmental Management Plan (CEMP) (Volume 6, Document Ref 6.4, Appendix 16.1) has been produced to mitigate and manage the effects of construction, including dust, noise, lighting and working hours. During working hours, there will be no requirement for artificial lighting of construction areas. Lighting of the compounds and at work sites along the site will be limited. There will be a requirement for night-time working for particular activities, e.g. for traffic management, bridge beam lifts, surfacing works at tie-in locations.</p> <p>Lighting will be managed in compliance with the Outline CEMP, in order to minimise any potential adverse effects of site lighting, for example by directing lights towards the working areas and avoiding light-spill.</p> | NA  |

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Concerns that construction compounds adjacent to Chiverton Cross, on Penstraze Lane, would result in the loss of prime agricultural land.                                 | The scheme will have a significant effect on agricultural land. Land required for construction compounds will be returned to its original use and condition as per before the works. The majority of that land will be for agricultural use. An Agricultural Impact Assessment (AIA) has been undertaken to quantify the scheme's land take both temporarily and permanently, describing any agreed mitigation (Volume 6, Document Reference 6.4, Appendix 12.5)   | N/A   |
|   | Concerns that proposed construction compounds would result in visual blight to adjacent residential dwellings.  | Land that is temporarily used for the scheme, but is not required for the permanent mitigation, will be returned to its former condition and returned to the landowner. The landscape and visual assessment in Chapter 7 - Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) has evaluated construction effects on residential dwellings and details mitigation such as hoarding, lighting restrictions and specification and retention of existing vegetation on the compound boundaries. | N   |
| Noise and Vibration   | Support for Highways England's proposed mitigation to offset noise and vibration endured during the construction and operation phase.                                     | The support for this element of the scheme is noted.   | N/A   |
|   | Concerns that construction phase would cause additional noise pollution to local communities living near the scheme.  | Concern noted. Construction details will be confirmed during the contractor's detailed planning and programming activities.  | NA  |
|   | Concerns that potential construction during night time hours would negatively impact on local communities adjacent to the route of the scheme and construction compounds. | Working hours will be set out in the Development Consent Order (DCO). As detailed in the draft DCO (Volume 3, Document Reference 3.1) it is expected that working hours will be in the region of 07:30 to 19:30 on Monday to Saturday between 1 March to 31 October, and 07:30 to 18:00 between 1 November to 28 February, and 08:00 and 13:00 on Sunday. Some limited night time working will be required for specific construction activities such as: traffic management; bridge                                  | N   |

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |  | <p>beam lifts; demolition operations; and for when the new road ties into the existing road. Any night time working will be subject to a Section 61 Agreement with Public Protection (Noise Officer) at Cornwall Council.</p> <p>Outline Construction Environmental Management Plan and draft Traffic Management Plan have been prepared and support the DCO application (Volume 6, Document Reference 6.4, Appendix 16.1 and 2.1 respectively). They explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible.</p> |   |
|   | Concerns that additional vibration associated with the construction phase would negatively impact on the structural integrity of Henver Cottage.   | This issue is considered in response to matters raised in relation to section B of the scheme, in Table 8-5 of this report.  | N/A   |
| People and Communities  | Suggestion that construction compounds in Pennycomequick and Chiverton and should be relocated further from residential areas to mitigate communities' standard of living and risk of theft. | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), 8 construction compounds are proposed between Chiverton junction and Carland Cross. Severance during construction will be minimised through careful siting of construction compounds and careful planning of activity through consultation with the landowners, alongside mitigation in places by temporary and permanent accesses. Chiverton and Pennycomequick construction compounds are proposed in their current locations due to their proximity to construction activities.    | N   |
|   | Concerns that construction compounds would be classified as brownfield sites post-development, resulting in additional construction at Penstraze Lane and Chiverton junction.                | The location of construction compounds will not constitute a change in use of the land, as detailed in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2). Any future proposals for development on the land surrounding the construction  | N   |



| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b> |   |  |   |
|---|---|--|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | compounds, or on the compound land itself following completion of construction, will be subject to the usual planning consent processes. Subsequently, the location of construction compounds should not be considered to provide justification or a 'gateway' for other forms of development.   |   |
|   | Concerns to the detrimental impacts on quality of life to residents near the proposed scheme, such as Zelah and Marazanvose.                | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers amenity effects (both temporary and permanent) on local residents. Whilst there will be benefits for some people along the existing A30 in terms of reduced traffic flows alongside reductions in noise and air pollution, the combined effects from air quality, noise and landscape changes due to the scheme are predicted to be long term, minor adverse effects. The cumulative effect is not considered to be of greater magnitude than this.</p> <p>The sensitivity of residential receptors to amenity changes is typically moderate. However, it is considered that for the purposes of this assessment, drawing on conclusions made elsewhere such as Chapter 5 – Air Quality and Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2), there will not be significant amenity effects on communities.</p> | N   |
| Road Drainage and the Water Environment   | Support for Highways England's water management plans detailed within published documents and consultation events.                          | The support for this element of the scheme is noted.   | N/A   |
| Materials   | Suggestion that construction should utilise recycled materials within the proposed A30 to mitigate the environmental impacts of the scheme. | The contractor will work in accordance with the Waste Hierarchy when determining the materials specification. Opportunities for recycling and reusing of materials will be considered where appropriate in order to reduce the amount of   | N/A   |

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |  | materials requiring offsite management or disposal, as detailed in Chapter 10 – Materials of the Environmental Statement (Volume 6, Document Reference 6.2).   |   |
| Traffic and Transport   | Support for the retention of the A30 and offsite planned construction due to reduced traffic congestion during construction.   | The support for this element of the scheme and the recognition of the benefits of an offsite solution with regard to minimised construction impacts is noted.  | N/A   |
|   | Suggestion that signage provided for construction such as diversions should be prominently placed and legible to maintain flowing traffic on the local road network.   | Suggestion noted. The draft Outline Construction Environmental Management Plan (CEMP, Volume 6, Document Reference 6.4, Appendix 16.1) contains a draft Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1), including an outline diversion signage strategy to be updated and confirmed by the scheme's principal.   | N/A   |
| Economics   | Support was exhibited for the economic benefits the proposed A30 would bring to Cornwall, such as increased investment due to accessibility, improved economic prosperity and enhancements to its tourism industry.              | The support for the scheme, and the recognition of its economic benefits, is noted.  | N/A   |
|   | Concerns that large scale congestion associated with construction would result in a net reduction of tourists and tourism industry revenue. A requirement for adequate seasonal phasing of construction was to mitigate impacts. | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers the scheme's effects on tourism and recreation. There will be short term adverse effects in close proximity to the proposed alignment of the A30 scheme, which could cause a perceived reduction in wider accessibility across the region as a tourism destination, particularly during the summer peak.<br><br>Best practice construction techniques will be used to help reduce and avoid where possible any likely adverse impacts. Details are provided within the Outline Construction Environment Management Plan. With the establishment of | N   |

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b> |   |   |   |
|---|---|---|---|
| <b>Matters raised in response to consultation</b>   |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |   | <p>planting and other proposed mitigation measures, the effects will reduce in most cases in the longer term.</p> <p>Once the proposed scheme is completed and operational, access to the identified receptors will be maintained and improvements in travel conditions by virtue of the scheme will improve accessibility in the study area and beyond.</p> <p>This will be particularly beneficial at peak times during summer months when congestion is common, which could help remove a perceived barrier to tourism and accessibility to facilities and services, with associated wider economic benefits. Overall there will likely be slight benefits to all receptors in terms of accessibility.</p> |   |
|   | Concerns that proposed construction compound adjacent to Trevisson Park would adversely impact tenants and the economic viability of the property rental sector.          | The construction compound is proposed in this location. It is not expected that it will have an adverse impact on the property.   | N   |
| Land Ownership  | Suggestion that Highways England should adequately compensate landowners who are negatively impacted by development.  | Compensation is considered on a case by case basis in line with the compensation code for compulsory purchase.  | N/A   |
|   | Suggestion by Trevisson Park that they are in negotiations to acquire land which is currently designated for construction compound usage on completion of the A30 scheme. | This is noted. Highways England cannot comment on the land ownership negotiations of a third party.   | NA  |
|   | Concerns that fields adjacent to scheme should be prohibited from displaying illegal advertisements to reduce visual impacts and driver distractions.                     | Regulation of advertising on the scheme will be carried out by Highways England once it is operational. Advertisements will not be permitted on the highway.  | N   |

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b> |  |   |   |
|---|--|---|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Concerns that access track to Garvinack Solar PV Farm would be permanently acquired, preventing access to the site.  | Rights over the permanently acquired land will be negotiated with the landowner.  | N   |
| Principle of Development  | Support for the scheme, no reason provided.  | The support for the scheme is noted.  | N/A   |
|   | Support for the scheme as development of the A30 is overdue.   | The support for the scheme, and the recognition of its need, is noted.  | NA  |
|   | Support for retention of existing A30 and offsite plan construction due to minimised construction impacts such as traffic congestion.  | The support for this element of the scheme, and the recognition of the benefits of an offsite scheme with regard to minimised construction impacts, is noted.   | NA  |
|   | Support for the scheme. Although the construction impacts are acknowledged, the long-term impacts would be worthwhile.   | The support for the scheme and the recognition of its long-term benefits is noted.  | NA  |
|   | Objection that the proposed construction compound at Penstraze Lane would result in land becoming reclassified as brownfield, acting as a catalyst for unsustainable growth. | The location of construction compounds will not constitute a material change in use of the land. Any future proposals for development on the land surrounding the construction compounds, or on the compound land itself following completion of construction, will be subject to the usual planning consent processes. Subsequently, the location of construction compounds should not be considered to provide justification or a 'gateway' for other forms of development. | N   |
| Construction Impacts  | Support for the proposed offsite construction, and retention of the existing A30 to reduce congestion during the construction phase.   | The support for this element of the scheme, and the recognition of the benefits of an 'offline' scheme with regard to minimised construction impacts, is noted.   | N/A   |
|   | Suggestion that construction is seasonally phased to minimise negative impacts on summer tourism traffic.  | A key requirement of the new scheme is to minimise disruption during construction, which is one of the reasons why the majority of the proposed A30 is offline from the existing A30,   | N   |

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b>                        |   |   |
|--|---|---|
| <b>Matters raised in response to consultation</b>  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | <p>and as such will be constructed away from the existing route, which will be retained for local use.</p> <p>Year-round construction needs to be undertaken to reduce the overall length of the construction period. The final construction programme will be developed by the main contractor during the detailed design phase.</p> <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared to support the DCO application (Volume 6, Document Reference 6.4, Appendix 2.1). These explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible.</p> <p>The draft Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1) identifies the key areas where the works impact on the existing A30 traffic flow, providing solutions to phase the construction works in a way that minimises the disruption and impact on the travelling public.</p> <p>During the continued planning and development of the scheme, the overall objective will be to ensure the safety of road users and the workforce, whilst minimising disruption to the public, businesses and visitor destinations.</p> |   |
| Suggestion that the shortest possible construction phase for the A30 should be sought to minimise construction impacts such as congestion. | A key requirement of the new scheme is to minimise disruption during construction, which is one of the reasons why the majority of the proposed A30 is offline from the existing A30.   | N   |

| Question 7: Do you have anything you think we need to consider as we develop our construction plans further?                 |   |  |
|--|---|--|
| Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|  | <p>As such this will be constructed away from the existing route, which will be retained for local use.</p> <p>Year-round construction needs to be undertaken to reduce the overall length of the construction period. The final construction programme will be developed by the main contractor during the detailed design phase.</p> <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared to support the DCO application (Volume 6, Document Reference 6.4, Appendix 2.1). These explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible.</p> <p>The draft Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1) identifies the key areas where the works impact on the existing A30 traffic flow, providing solutions to phase the construction works in a way that minimises the disruption and impact on the travelling public.</p> |  |
| Suggestion that night time road closures and road works should be implemented to minimise traffic disruption and congestion. | <p>Highways England has received buildability advice that some limited night time working will be required for specific construction activities, including traffic management; bridge beam lifts; demolition operations; when the new road ties into the existing road.</p> <p>This will be confirmed by the contractor during the detailed design stage.</p>   | N  |

| Question 7: Do you have anything you think we need to consider as we develop our construction plans further?                                     |  |  |
|--|--|--|
| Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|  | <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared to support the DCO application (Volume 6, Document Reference 6.4, Appendix 2.1). These explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible.</p> <p>The draft Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1) identifies the key areas where the works impact on the existing A30 traffic flow, providing solutions to phase the construction works in a way that minimises the disruption and impact on the travelling public.</p> |  |
| <p>Close communication and consultation with residents is requested to inform and manage expectations with regard to the construction phase.</p> | <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), the project’s Stakeholder Engagement Lead and Highways England Lands Team has undertaken wide ranging engagement with landowners and tenants to help establish land and property information and details.</p> <p>Highways England will keep residents informed during construction; more details on this can be found in the Outline Construction Environmental Management Plan (Volume 6, Document Reference 6.4) covers our engagement and communication plans during construction.</p> <p>Ongoing discussions in relation to mitigation, blight, and any land negotiation will continue to be led by Highways England.</p>                                    | NA   |

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b>   |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Suggestion that effective construction management is implemented to prevent increased retrospective costs and disruption on the local road network.                           | <p>As set out in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared to support the DCO application (Volume 6, Document Reference 6.4, Appendix 2.1). These explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible.</p> <p>The draft Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1) identifies the key areas where the works impact on the existing A30 traffic flow, providing solutions to phase the construction works in a way that minimises the disruption and impact on the travelling public.</p> | N   |
| Suggestion that construction compounds are returned to their original state, and measures are taken to prevent future redevelopment and occupation by travelling communities. | Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers that any land required for construction compounds will be returned to the same use and condition as before construction. The majority of that land is agricultural.  | N   |
| Concerns that construction would permanently inhibit access to Garvinack Solar farm on their access track.  | <p>Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers commercial property and businesses. Access arrangements will be maintained during construction to all identified commercial property and businesses.</p> <p>Appropriate access will continue to be provided through scheme design. Key services will be assigned subject to discussion and agreement between Highways England and Cornwall Council.</p>   | N   |



| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b>   |  |   |
|---|--|---|
| <b>Matters raised in response to consultation</b>   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Concerns that the NFH business would be detrimentally impacted during the construction phase through loss of natural setting.   | As a result of the findings of the Landscape and Visual Impact Assessment located in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2), temporary close-boarded timber fencing is proposed adjacent to NFH to screen construction noise and visual effects.  | Y   |
| Suggestions that contractors with adequate credentials should be hired to ensure construction of the A30 is completed on time, budget and without significant negative impacts. | The procurement process will be operated in line with the relevant legislation and standards of Highways England.  | NA  |
| Concerns that construction vehicles would further deteriorate current road conditions on the A30.   | <p>A key requirement of the new scheme is to minimise disruption during construction, which is one of the reasons why the majority of the proposed A30 is offline from the existing A30, and as such will be constructed away from the existing route, which will be retained for local use.</p> <p>Year-round construction needs to be undertaken to reduce the overall length of the construction period. The final construction programme will be developed by the main contractor during the detailed design phase.</p> <p>Highways England has received buildability advice, which includes a Traffic Management Strategy. This will be refined by the main contractor during the detailed design stage.</p> <p>The condition of the existing road network will be assessed during, and on completion of the construction works to ensure good conditions are retained on the road.</p> | N   |

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b> |  |   |   |
|---|--|---|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   | Concerns that additional dust from construction during dry weather would negatively impact on local air quality.   | The Outline Construction Environmental Management Plan (CEMP) (Volume 6, Document Reference 6.4, Appendix 16.1) includes best practice dust mitigation measures which will be implemented during construction. With these measures in place, it is considered that there will be no significant impact from dust during the construction of the scheme.   | N   |
|   | Requests for information about how the accommodation and inclusion of a temporary workforce in the local community will be managed.                                  | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), it is estimated that at its peak, the proposed development will employ approximately 500 people.<br><br>Given the geographic location of the proposed scheme, and the type and volume of construction skills required, it is anticipated that a large proportion of the construction workforce will be from outside the area.<br><br>At this stage of the project, it is assumed that between 60% and 70% of construction workers will reside outside of the local area. | N   |
| Design and Routing  | Support for the grade separated junction arrangements proposed at each junction along the A30 to alleviate congestion and reduce stationary traffic on carriageways. | The support for this element of the scheme is noted.  | N/A   |
|   | Suggestion that slip road elevations should be reconsidered to increase the visibility of road users entering the carriageway.                                       | The proposed A30 and side roads have been designed to the standards laid out in the DMRB. The design of all junctions includes ease of access and visibility.   | N   |
| Walking, Cycling and Horse Riding (WCH)   | Suggestion that WCH routes are constructed first to offset congestion anticipated during the construction phase.   | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) demonstrates a planned approach to the management of public   | N   |

| <b>Question 7: Do you have anything you think we need to consider as we develop our construction plans further?</b> |  |  |   |
|---|--|--|---|
| <b>Matters raised in response to consultation</b>   |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|   |  | <p>rights of way during construction of the proposed development to ensure public safety while minimising disruption to users.</p> <p>A number of impacts are identified during construction; however, it is Highways England's intention to keep the majority of public rights of way open via local management, early replacement and use of short-term, temporary closures in order to balance the risks to the public against the potential disruption that removing such a risk would cause.</p> <p>Through consultation with Cornwall Council, a hierarchy of mitigation has been agreed to reflect this approach and seek to manage closures where possible (e.g. managed crossing and early replacements), retaining current rights of way (or equivalents) and seeking to minimise the effect on users.</p> |   |

**Table 8-11 Summary of responses and regard had to responses: other comments**

| <b>Question 8: Do you have any other comments on our proposals for the A30 Chiverton to Carland Cross?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Air Quality  | Support for the proposed A30, as the development of grade separated junctions and dual carriageways would result in additional capacity, which will reduce congestion and emissions that contribute towards diminished air quality.                             | The support for the scheme, and the recognition of its benefits, regarding reduced congestion and improving capacity, is noted.  | NA  |
| Biodiversity   | Support for the proposed A30 Chiverton to Carland Cross scheme and associated ecological mitigation, including additional woodland planting and multi-species crossings.  | The support for this element of the scheme is noted.   | NA  |
| Landscape and Visual Impact  | Support for the woodland planting along the length of the A30 scheme to mitigate landscape and visual impacts of the scheme.  | The support for this element of the scheme is noted.   | N   |
|  | Suggestion that additional signage required on the A30 should be designed and implemented in a manner which is legible but not intrusive.   | A signage strategy has been developed for the scheme according to Highways England guidance and the UK Government's Traffic Signs Manual. This includes the provision of the usual trunk road signage leading up to the junctions to help drivers navigate the junctions.  | N   |
| People and Communities   | Suggestion that Highways England undertakes additional community engagement and communication to shape and mitigate the impacts from the construction phase of the A30, as well as maximising local benefits.   | Responses to the consultation regarding construction have been taken into account and have influenced the scheme proposals, including the Outline Construction Environmental Management Plan (CEMP) (Volume 6, Document Reference 6.4, Appendix 16.1); this covers our engagement and communication plans during construction. | NA  |
|  | Objection to the establishment of construction compounds at Chiverton by Penstraze Action Group, because of concerns about a risk that land would be classified brown field land thereafter, encouraging increased urbanisation of the Chiverton junction area. | The location of construction compounds will not constitute a material change in use of the land.<br><br>Any future proposals for development on the land surrounding the construction compounds, or on the compound land itself  | N   |

| <b>Question 8: Do you have any other comments on our proposals for the A30 Chiverton to Carland Cross?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | <p>following completion of construction, will be subject to the usual planning consent processes.</p> <p>The location of construction compounds should not be considered to provide justification or a 'gateway' for other forms of development.</p>   |   |
| Road Drainage and the Water Environment  | Concerns that the construction phase of the scheme would lead to the severance of private water supplies in St Allen.   | <p>As stated in Chapter 13 - Road Drainage and the Water Environment of the Environmental Assessment (Volume 6, Document Reference 6.2), a number of private water supplies have been identified throughout the scheme.</p> <p>If the existing private water supplies cannot be retained, then alternative water provision will be provided. To minimise impacts, private water supplies will be provided prior to construction where required.</p>  | N   |
| Materials  | Concern that concrete central reservation is not in keeping with the surrounding rural aesthetic and suggestion to replace it with a post and wire formation. | <p>The proposed concrete barrier has been assessed in the landscape and visual impact assessment of the scheme and found not to have significant visual impact in terms of jeopardising the surrounding rural aesthetic.</p> <p>A Road Restraints Risk Assessment has been undertaken in accordance with the DMRB. This has identified the need for concrete safety barriers in the central reserve.</p> <p>Concrete central reservations have been designed for safety reasons. They limit the chance that a vehicle could cross onto the other side of the carriageway in the event of an accident.</p> <p>Concrete safety barriers also require less maintenance than their steel counterparts.</p> | N   |

| <b>Question 8: Do you have any other comments on our proposals for the A30 Chiverton to Carland Cross?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
| Traffic and Transport  | Support for the scheme due to anticipated reduced congestion on east/west trips along the A30 resulting in reliable and shorter journey times.                                      | The support for the scheme, and the recognition of its benefits regarding the reduced congestion and improved journey time reliability, is noted.   | N/A   |
|  | Support for the scheme because of improved safety for all road users through the implementation of additional carriageways and grade separated junctions.                           | The support for the scheme, and the recognition of its benefits regarding improved road user safety, is noted.  | N/A   |
|  | Suggestion that all construction materials should be stored within compounds and not laybys as it would reduce the opportunity to courtesy pulling for agricultural vehicles.       | Highways England has incorporated buildability advice from a main works contractor in developing the Preliminary Design, which included identifying the location of the construction compounds.<br><br>As well as the main compounds at the eastern and western ends of the scheme, there are compounds for materials storage and compounds located adjacent to structures to enable their construction. As a result, no construction materials will be stored in laybys. | N   |
|  | Suggestion that additional provision for electronic cars should be provided to ensure longevity of design, and that future demand is catered for.                                   | This issue is considered in response to matters raised in Table 8-3 of this report.   | Y   |
|  | Concerns that transport modelling has not taken into account locals' understanding and usage of the local road network; subsequently, a suppressed demand for Chybucca is conveyed. | The non-provision of east facing slip roads is considered in the response to matters raised by Cornwall Council in Table 8-1 of this report.<br><br>The issue of suppressed demand at Chybucca junction is considered in response to matters raised by PIL ID92 in Table 8-2 of this report.  | N   |
|  | Concerns that developing the new A30 would result in additional building and car ownership, thus increasing congestion again.   | The scheme has been designed to accommodate future demand as assessed through traffic modelling and demand  | N/A   |

| <b>Question 8: Do you have any other comments on our proposals for the A30 Chiverton to Carland Cross?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | forecasting. This is detailed in the Transport Report (Volume 7, Document Reference 7.4).   |   |
| Economics  | Support for the economic benefits the proposed A30 would bring to Cornwall, through increased investment because of accessibility, improved economic prosperity and enhancements to the tourism industry. | The support for the scheme's ability to bring economic benefits to the region by reducing congestion, improving journey time reliability and improving road user safety, is noted.  | NA  |
|  | Suggestion that landowners and communities should receive adequate compensation from Highways England because of disruption from construction and negative impacts when A30 is in operation.              | Compensation is considered on a case by case basis in line with the compensation code for compulsory purchase.  | NA  |
| Land Ownership   | Suggestion that Highways England should adequately compensate landowners and communities who are negatively impacted by the development of the A30.   | Compensation is considered on a case by case basis in line with the compensation code for compulsory purchase.  | NA  |
| Statutory Undertakers  | Suggestion that the construction of the Church Lane underpass presents an opportunity to rectify local sewerage issues and other utilities connections during the same phase of development.              | Initial utility diversions have been designed as part of the scheme. These do not require the construction of an underpass at Church Lane.  | N   |
| Principle of Development   | Support for the scheme - no reason provided.  | The support for the scheme is noted.  | NA  |
|  | Support for the scheme as development of the A30 is overdue.  | The support for the scheme, and the recognition of its need, is noted.  | NA  |
|  | Support for the scheme as the new A30 would reduce local congestion, travel times and increase accessibility of the county.   | The support for the scheme, and the recognition of its benefits with regard to reducing congestion, improving journey time reliability and improving road user safety, is noted.  | NA  |
|  | Concerns that development of the proposed A30 would result in additional urbanisation due to increased accessibility and potential economic investment.   | The scheme is expected to support economic growth in Cornwall through improved journey reliability, reduced congestion and better local connectivity. While this could support economic investment in the area, Highways England cannot comment on where future development may be located as this is within the remit of Cornwall Council. | N   |

| <b>Question 8: Do you have any other comments on our proposals for the A30 Chiverton to Carland Cross?</b> |   |  |   |
|--|---|--|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  | Concerns that the requirement for development does not exist and the scheme will not actually be brought to fruition.   | <p>The need for the scheme is recognised in the Government's first Road Investment Strategy (RIS1) which commits to improving the A30 between Chiverton and Carland Cross.</p> <p>Assessment of the existing road demonstrates that there are issues with congestion and delays, and that it is expected to exceed its intended capacity by 2022.</p> <p>Subject to the granting of development consent, Highways England intends for the road to be open to traffic by the end of 2022.</p>   | N   |
| Carbon Emissions   | Support for the proposed A30 due to free flowing junction arrangements due to reduced emissions of stationary vehicles.   | The support for the scheme, and the recognition of its benefits with regard to reducing congestion, is noted.  | NA  |
| Construction Impacts   | Suggestion that prior traffic management should be undertaken to ensure that traffic is able to flow on the local road network regardless of potential severance caused by the new A30. | <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared and support the DCO application (Volume 6, Document Reference 6.4, Appendix 2.1).</p> <p>These plans explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible.</p> <p>The draft Traffic Management Plan (Volume 6, Document Reference 6.4, Appendix 2.1) identifies the key areas where the works impact on the existing A30 traffic flow, and provide solutions to phase the construction works in a way that minimises disruption and impact on the travelling public.</p> | NA  |



| <b>Question 8: Do you have any other comments on our proposals for the A30 Chiverton to Carland Cross?</b> |   |   |   |
|--|---|---|---|
| <b>Matters raised in response to consultation</b>  |   | <b>Regard had to response under section 49 of the Act</b>   | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |   | During the continued planning and development of the scheme, the overall objective will be to ensure the safety of the travelling public and the workforce, whilst minimising disruption to the public, businesses, and visitor destinations.   |   |
|  | Suggestion that all laybys along the existing A30 should be vacant/free from construction materials to allow agricultural vehicles to courtesy pull.                    | Highways England has incorporated buildability advice from a main works contractor in developing the Preliminary Design and this has included identifying the location of the construction compounds.<br><br>As well as the main compounds at the eastern and western ends of the scheme, there are compounds for materials storage and compounds located adjacent to structures to enable their construction. As a result, no construction materials will be stored in laybys. | N   |
| Local Road Network   | Support for the retention of the existing A30 because of increased connectivity and minimised congestion during construction.   | The support and recognition of the benefits of the scheme are noted.  | NA  |
| Design and Routing   | Suggestion that east facing slip roads at Chybucca should be included within the scheme to allow full access and minimise strain on the local road network.             | The non-provision of east facing slip roads is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.  | N   |
|  | Suggestion that east facing slip roads should be provided within the scheme to alleviate traffic congestion using the existing A30 and the B3285 to access Perranporth. | The non-provision of east facing slip roads is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.  | N   |
|  | Concerns that the new A30 designs are too straight which would result in excess road speeds and reduced driver safety.  | The proposed A30 has been designed to the standards laid out in the DMRB.   | N   |

| <b>Question 8: Do you have any other comments on our proposals for the A30 Chiverton to Carland Cross?</b> |  |  |   |
|--|--|--|---|
| <b>Matters raised in response to consultation</b>  |  | <b>Regard had to response under section 49 of the Act</b>  | <b>Matter relevant to a design change? (Y/N or N/A)</b> |
|  |  | The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph.         |   |
| Walking, Cycling and Horse Riding (WCH)  | Suggestion that increased infrastructure for E-bikes should be included as the sector increases to meet future demand. | Such suggestions are beyond the scope of this DCO application; subsequently, Highways England cannot comment any further on the matter raised. | N/A   |

8.6.3 **Table 8-12** provides a summary of matters raised in response to statutory consultation by additional organisations consulted under section 47 of the Act. For each matter raised, the regard had by Highways England to this matter is outlined in accordance with section 49 of the Planning Act 2008. It is identified if the matter raised resulted in a design change, did not result in a design change or was not relevant to a design change.

**Table 8-12 Summary of responses and regard had to responses: additional organisations**

| Organisation                   | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|--------------------------------|--|---|--|
| The Milestone Society          | Corrections to the PEIR Chapter 6: The Milestone Society identified errors in Chapter 6 (Cultural Heritage) of the PEIR relating to information about two milestones.  | A letter was sent from Highways England to The Milestone Society on 27 March 2018 confirming that the Environmental Statement would be updated to reflect the comments and corrections made by The Milestone Society on the PEIR. This is reflected in Chapter 6 - Cultural Heritage of the Environmental Statement (Volume 6, Document Reference 6.2).   | Y  |
|                                | Relocation of two milestones: The Milestone Society object to the relocation of two milestones close to the verge of the proposed dual carriageway. It considers that this would not only destroy the sequence of the milestones and make them less accessible, but is also unnecessary as they could be accommodated, in sequence, along the downgraded existing A30. | Highways England has confirmed to The Milestone Society, in a letter sent 27 March 2018, that the two milestones concerned (Milestone at SW771486, adjacent to Chybucca junction and Milestone at SW845539, adjacent to Carland Cross) would be retained in their sequence on the existing A30, as requested by The Milestone Society.<br><br>The letter also detailed that the milestones may need to be temporarily moved during construction to prevent any damage. The Outline Construction Environmental Management Plan (CEMP) (Volume 6, Document Ref 6.4, Appendix 16.1) has been updated at Annex J to include a methodology for the protection of milestones during construction of the scheme. | Y  |
| Ramblers Association, Cornwall | Section A, Chiverton Roundabout: The Ramblers Association requests that a bridge for walkers is considered at Chiverton Roundabout, as moving the existing roundabout east would create an additional 1.7km journey length. They state that there is a potential   | Following statutory consultation, new WCH links at Chiverton are now included within the scheme, but no WCH link is provided following the existing alignment of the B3277 to St Agnes.   | Y  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|--------------|--|--|--|
|              | desire to cross the road at this point and that it would also benefit cyclists and horse riders.   | <p>A new underpass is included which connects the realigned B3277 with the realigned A390. This is located between the new Chiverton Cross Junction and the location of the existing roundabout.</p> <p>Off-carriageway connections are also provided between the B3277 and the A3075; and between the A390 and the existing A30.</p> <p>The changes above mean that WCH users will be able to navigate around Chiverton without travelling on the main carriageway.</p> |  |
|              | Section A, Chiverton Roundabout: Table 12/23 of the Preliminary Environmental Information Report states that an underpass would be provided, but this is not shown on the scheme plan. Clarity of the proposal is required.  | As above.  | Y  |
|              | <p>Section B, bridleway 314/65: The Ramblers Association considers that bridleway 314/65 (at location 2a on consultation plan) needs a direct connection for walkers and horse riders onto the realigned B3284 to avoid a very long diversion for those heading east along the road. A gravel surface would be preferred.</p> <p>Table 12/23 of the Preliminary Environmental Information Report states that there is no change in the journey length for users of this path, suggesting that a direct connection is proposed.</p> | A new section of bridleway to connect into existing routes including 314/65/1 is proposed. It is intended for a gravel surface to be provided, subject to discussion and agreement between Highways England and Cornwall Council.  | Y  |
|              | Section B, bridleway 309/3: The Ramblers Association is very disappointed that it is proposed to stop up bridleway 309/3. It is currently inaccessible for horse riders and has limited access for walkers due to overgrown vegetation. However there is a suppressed desire for its use. The Association strongly recommends an additional length of  | A short section of bridleway 309/3/1 is proposed to be stopped up where it would be intersected by the new A30. Side roads would allow continued north-south access to the east, whilst the local route (quiet lane) to the west would be diverted through a new junction, with access onto bridleways 314/65/1  | N  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|--------------|--|--|--|
|              | <p>bridleway along the south side of the new A30 to link to Tresawsen Bridge, connecting with other bridleways and footpaths nearby, such as bridleways 309/5 and 314/61 and footpath 314/62.</p> <p>Table 12/23 of the Preliminary Environmental Information Report makes an assessment of the effect of this proposal, on equestrian users but appears not to consider walkers.</p>  | and 314/64/1 as well as a new section of proposed bridleway connecting the two.  |  |
|              | Section B, footpath: The Ramblers Association note that some sort of path is shown between locations 3 and 4 on the consultation plans between Tresawsen underpass and the U6082 path to be stopped up at Marazanvose. It is not clear if this path would be public or private, or of what standard it would be constructed. The Association consider that there would be a benefit to creating a bridleway link to the end of the road to be stopped up.  | <p>The path shown between Tresawsen underpass and the U6082 (shown on sheet 4 of the Rights of Way and Access Plans, Volume 2, Document Reference 2.5) is a private means of access for the benefit of Nanteague Farm. This will not be publicly accessible.</p> <p>Following consultation, the green bridge at Marazanvose would include a WCH route. The U6082 has been joined with the green bridge at Marazanvose and FP 319/16/1 to provide enhanced connectivity for WCH users.</p>          | N/A  |
|              | <p>Section B, footpath 319/16: The Ramblers Association consider that the plans are unclear with regard to the footpath at location 9 of the consultation plans. It strongly recommends that it is taken across the proposed green bridge, and would find steps acceptable if the gradient is steep. The Association queries whether a footpath link to the stopped up U6082 could also be provided, and whether the green bridge could accommodate cyclists and horse riders using the U6082.</p> <p>The Association notes that Table 12/23 of the Preliminary Environmental Information Report states that a 3m wide footpath will be provided from the stopped up</p> | <p>The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies the green bridge would provide for a bridleway along the scheme which would connect FP 319/16/1 with C0178 to the north, over the new and existing A30. The U6082 has been connected to the green bridge at Marazanvose by a bridleway.</p> <p>These connections are shown on sheet 4 of the Rights of Way and Access Plans (Volume 2, Document Reference 2.5).</p> | Y  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|--------------|---|--|--|
|              | road U6082 to the green bridge for use by cyclists. It queries if this would be a bridleway and why this is not shown on the scheme plan. They note that the report makes a similar commitment that footpath 319/16 will cross the green bridge.  |  |  |
|              | Section B, Tolgroggan: The Ramblers Association welcomes the proposals at Tolgroggan.   | The support for this element of the scheme is noted.   | N/A  |
|              | Section C, Church Lane: The Ramblers Association welcomes the proposals for an underpass for WCH users at Church Lane. It considers that the feasibility of also providing an underpass under the existing road should also be considered, although it is recognised that a crossing will be much easier with the huge reduction in the volume of traffic.  | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies the underpass would be provided to link to the existing A30 crossing, to accommodate WCH movements. It is considered there would be benefits to north/south movements, especially given improved traffic conditions.<br><br>Support for the connection to and retention of the current crossing of the existing A30 is welcomed. | N/A  |
|              | Section C, Pennycomequick: The Ramblers Association believe that it would be necessary to extinguish footpath 319/11 but this is not shown on the consultation plans. It would not object to this in principle, but note that a Holy Well is present at Ventonteague in an uncertain location, and would recommend a thorough archaeological investigation. | The Holy Well is not a designated asset which would be impacted by the scheme as its suspected location is not within the vicinity of the scheme.  | N/A  |
|              | Section C, Carland Cross: The Ramblers Association welcome the proposed retention of a section of the existing A30 at Carland Cross (location 5e in the consultation plans) for WCH users.  | The support for this element of the scheme is noted.   | N/A  |
|              | Section C, Carland Cross: The Ramblers Association note that at location 5e in the consultation plans, there is some CRoW Access Land which will be lost to the new road. It suggests that this is mitigated by designating the   | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) explains that the area of CRoW land is not currently publicly accessible and not used for recreational purposes. A small section of the site   | Y  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|--------------|---|--|--|
|              | new heathland nearby as countryside rights of way (CRoW) Access Land, if not part of the highway.   | <p>would be directly impacted with the proposed scheme alignment running through the land.</p> <p>In seeking to mitigate the loss of CRoW land, the proposed scheme has identified replacement land to the east, near to the new Carland Cross Junction. The area of land identified contains an historic barrow which would be retained and provide an area of heathland which is accessible for recreational and public use. A new WCH route via an underpass would run through the site, adding to its accessibility. As such, it is considered that the scheme would have an overall slight beneficial impact on CRoW land with no net loss and improved access to the re-provided area.</p> |  |
|              | Section C, Newlyn Downs: The Ramblers Association consider that Designated Funds could potentially fund an access for walkers between a large block of CRoW Access Land at Newlyn Downs and new heathland. This would be highly beneficial as currently the CRoW land cannot be accessed from Carland Cross.    | Designated Funds are not being considered as part of this scheme. An access track and underpass is provided from the southern roundabout at Carland Cross to the existing A30, alongside the heathland mitigation area. An area of land has been designated as replacement CRoW access land for that lost to the west of Carland Cross.  | N/A  |
|              | Section C, Zelah to Carland Cross: At location 6 of the consultation plans, The Ramblers Association recommend that the realigned private access shown from Carland to Mitchell could be allocated bridleway rights. They consider this would address a shortcoming of the A30 scheme carried out 20 years ago. | Following feedback received during statutory consultation, a new bridleway would be provided alongside the private access between Mitchell and Carland Cross, identified as PR15 in the Public Right of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P).  | Y  |
|              | PEIR: The Ramblers Association welcome the commitment in paragraph 12.10.30 that user groups will be consulted on temporary path closures.  | The support for this element of the scheme is noted.   | N/A  |
|              | Consultation: The Ramblers Association request to be served notice of the draft DCO.  | The application for the Development Consent Order, including the draft DCO itself, will be made available to the public on the Planning Inspectorate website following acceptance of the application.  | N/A  |

| Organisation                | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|-----------------------------|---|--|--|
|                             |   | Highways England will be required to publicise the acceptance of the application and to invite anyone who wishes to do so to register with the Planning Inspectorate to make a representation about it. The Ramblers Association would, therefore, not be directly notified of the acceptance of the DCO application but Highways England will publicise it in accordance with the requirements of the Act.  |  |
|                             | Existing A30: The Ramblers Association would welcome measures to make the existing A30 safer and more pleasant for walkers and other vulnerable road users, as its strategic importance is reduced.   | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to WCH. The speed limit on the existing A30 would remain up to 60mph, however, the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the existing A30 significantly less busy, with the potential for a substantial improvement in severance along the existing A30. These benefits would facilitate and allow improved conditions for WCH users along the existing A30. | N/A  |
| British Horse Society (BHS) | Section A, Chiverton Roundabout: BHS consider that the relocation of the roundabout does not provide a safe route for vulnerable users. They consider that this must restore the straight crossing from the B3277 and A390 or provide an equivalent, as the current proposals result in a long and unacceptable detour.<br>BHS also note that that an underpass is stated as being necessary and being provided in paragraph 12.9.22 of the Preliminary Environmental Information Report. | Following statutory consultation new WCH links at Chiverton are now included within the scheme, but no WCH link is provided following the existing alignment of the B3277 to St Agnes.<br>A new underpass is included which connects the realigned B3277 with the realigned A390. This is located between the new Chiverton Cross Junction and the location of the existing roundabout.<br>Off-carriageway connections are also provided between the B3277 and the A3075; and between the A390 and the existing A30.   | Y  |



| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|--------------|---|--|--|
|              |   | The changes above mean that WCH users will be able to navigate around Chiverton without travelling on the main carriageway.  |  |
|              | <p>Section B, bridleway 314/65: BHS consider that it is essential that the new access road connecting bridleway 314/65 through Creegmeor Farm is given bridleway rights to provide through, safe access to the west and bridleway 314/65.</p> <p>BHS also consider it essential that the currently unrecorded section of bridleway in Kenwyn parish, at the end of bridleway 314/65, is retained and designated as bridleway to connect to the extended B3284. It is an important link for WCH users travelling south over the new A30 from bridleway 314/65.</p> | <p>All routes are identified and described that interact with the scheme, would be stopped up with or without substitution and new routes in Chapter 12 - People and Communities of the Environmental Statement (volume 6, Document Reference 6.2).</p> <p>A new section of bridleway to connect BR314/64 and BR314/65 is proposed. This will also connect to the realigned B3277 at Chybucca junction.</p>  | Y  |
|              | Section B, Tresawsen underpass: BHS consider it essential that the new underpass at Tresawsen is designed to be safe for horse riders and other vulnerable users.   | All diverted or new routes for those groups will be designed to be safe.   | N/A  |
|              | Section B, bridleway 309/3: BHS consider it essential that connectivity of bridleway 309/3 is retained through provision of a new section of bridleway parallel to the new A30 providing a bridleway connection to the new underpass.   | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a short section of bridleway 309/3/1 is proposed to be stopped up where it would be intersected by the new A30. Side roads would allow continued north/south access to the east, whilst the local route (quiet lane) to the west would be diverted through a new junction with access onto bridleways 314/65/1 and 314/64/1, as well as a new section of proposed bridleway connecting the two. | Y  |
|              | Section B, Marazanvose: BHS consider it essential that north/south connections are retained for vulnerable users. It suggests that the green bridge is upgraded to accommodate WCH users, with a connection provided to   | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies the green bridge would provide a bridleway along and over the scheme.  | Y  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
|--------------|---|---|--|
|              | footpath 319/16 and a bridleway connection to road U6082.   | The bridge would accommodate WCH movements and details where other tracks will be made publicly accessible.   |  |
|              | Section B, Tresawsen underpass: BHS welcomes the provision of an underpass to maintain the connectivity of this route.  | It is noted that British Horse Society welcomes the provision of an underpass at Two Barrows.   | N/A  |
|              | Section B, Tolgroggan overbridge: BHS are concerned that the proposals do not mention realigning the existing bridleway where it runs to the south and parallel of the current A30. BHS consider it essential that a new section of bridleway is constructed and designated running parallel to and south of the new A30. | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that BR319/9/1 would be diverted onto a new private means of access for Hill House and the southern section of BR319/1/1 would be diverted as a bridleway and overbridge by Zelah Lane Farm.  | Y  |
|              | Section C, Church Lane: BHS welcomes the provision of an underpass for WCH users at Church Lane. However, they consider it essential that the access onto the old A30 from the south is upgraded to enable equine access.   | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies there would be a new bridleway connection as an underpass north/south, to allow access under the new A30 (PR11). The underpass would be provided to link to the existing A30 crossing, to accommodate WCH movements. It is considered there would be benefits to north/south movements, especially given improved traffic conditions. | Y  |
|              | Section C, Trevalso Lane underpass: BHS welcome the provision of the Trevalsoe Lane underpass, which will greatly improve horse rider access.   | The support for this element of the scheme is noted.  | N/A  |
|              | Section C, Pennycomequick underpass: BHS welcome the provision of the Pennycomequick underpass, which will greatly improve equine access.   | The support for this element of the scheme is noted.  | N/A  |
|              | Section C, Newlyn Downs: BHS welcome the provision of the Newlyn Downs underpass through the retention of the existing A30 at Carland Cross, which will greatly improve equine access.  | The support for this element of the scheme is noted.  | N/A  |
|              | Connectivity to the east of Carland Cross: While recognising that it is outside of the scheme boundary,   | The enhancement suggested sits outside of the remit and red line boundary of the DCO and whilst it could be considered as   | N/A  |

| Organisation   | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|--|--|--|--|
|  | BHS consider that Highways England should investigate, and if possible construct, a non-motorised traffic access route between Carland Cross and Mitchell Village via the former A30 route. This was discussed in preliminary consultations with Highways England and would improve access for all.  | part of Highways England's Designated Funds programme it will not be provided for within the A30 scheme.   |  |
|  | Mitigation: BHS consider that provision of greater access for WCH is an important factor in any mitigation.  | This is noted.   | N/A  |
|  | Existing A30: BHS consider that it is most important that the existing A30 is made friendly and safe for horse riders and other vulnerable users. This includes adequate traffic calming measures and prohibition of motorised vehicles in practical locations. It considers that the existing A30 will be an important asset for WCH.   | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to WCH. The speed limit on the existing A30 would remain up to 60mph, however, the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the existing A30 significantly less congested, with the potential for a substantial improvement in severance along the existing A30. These benefits would allow improved conditions for WCH users along the existing A30. | N/A  |
|  | General comments of support: BHS welcomes the proposals as it will provide more crossing points for horse riders on the A30 than currently possible. It is hoped that the existing A30 will be a very useful asset for WCH users.  | It is noted that the British Horse Society generally support the scheme proposals.   | N/A  |
| Campaign to Protect Rural England – Cornwall Branch (CPRE) | Principle of development, objection: CPRE object to the principle of the scheme and consider that it is excessive and needlessly damaging to the environment because building the new road on green land to save costs leaves a 'no man's land' of fields in-between the new and existing A30. It will destroy a large amount of wildlife habitat and increase CO2 emissions. The CPRE | It is noted that CPRE Cornwall object to the principle of the scheme.  | N/A  |

| Organisation                       | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|                                    | <p>consider the correct plan would be to improve the existing highway through straightening, improving overtaking on hills and creating better road junctions.</p> <p>Mitigation: CPRE support the following items: 21 multi-species crossings; woodland planting; Cornish hedgerows; and low noise road surfacing. However, CPRE consider them to be completely non-specific, with little detailed description or commitment to their provision in the consultation documents. CPRE would like to be provided with this detail and commitment, and would like to give every encouragement to ensure they do get provided when construction occurs.</p> | <p>It is noted that the CPRE support the items specified. The Environmental Statement (Volume 6, Document Reference 6.2) reports on the full environmental assessment, carried out for the scheme, including the proposed mitigation measures.</p> <p>Extensive woodland species-rich grasslands and pollination strips will be provided along the scheme. Full details of the planting are provided in the Environmental Master Plans (Volume 6, Document Ref 6.3, Figure 7.6).</p> <p>Low noise road surfacing is standard practice for Highways England schemes.</p>  | N/A  |
| Truro Cycling Club (two responses) | <p>Section A, Chiverton Roundabout: Truro Cycling Club are concerned that cyclists will not be able to safely cross the new road at Chiverton when cycling from St Agnes to Truro. Truro Cycling Club members regularly use this route but have to make a detour to the west or the east as the existing Chiverton Roundabout is far too dangerous for cyclists. Truro Cycling Club states that there is a need for a safe crossing at Chiverton, especially for commuter cyclists going to Treliske and Truro each day.</p>  | <p>In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World</p> | Y  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              |   | Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived "suppressed demand" highlighted in feedback to the statutory consultation.                     |  |
|              | Section B, Chybucca to Zelah: Truro Cycling Club considers that St.Erme/Trispen should be linked to Mitchell via Farm Lane that follows the route of the A30 from Carland Cross. This will allow cyclists to use the underpass at Mitchell to cross north of the A30. | Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies the BR319/9/1 will be diverted onto new private means of access for Hill House and the southern section of BR319/1/1 would be diverted as a bridleway and bridge by Zelah Lane Farm.  | Y  |
|              | Existing A30: Truro Cycling Club would like traffic calming to be provided on the existing A30 to make it a cycle trunk road.   | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) with the scheme in place, the existing A30 would be much more attractive to WCH. The speed limit on the existing A30 would remain up to 60mph, however the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the existing A30 significantly less trafficked, with the potential for a substantial improvement in severance along the existing A30. These benefits would allow improved conditions for WCH users along the existing A30. | N/A  |
| Sustrans     | Section A, Chiverton Roundabout: Sustrans object to the approximate 1km deviation for pedestrians and cyclists that will be caused by the new Chiverton Cross Junction. They request that a pedestrian and cycle bridge must be                                       | In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance  | Y  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|              | <p>provided at the location of the current roundabout to connect the B3277 and A390.</p>  | <p>WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived “suppressed demand” highlighted in feedback to the statutory consultation.</p> |  |
|              | <p>Section A, Chiverton Roundabout: Sustrans are concerned about a rumoured cycle prohibition on the new A30 ‘expressway’ designation. Sustrans query how cyclists travelling west/east would be able to safely leave and enter the A30 at the new Chiverton junction and what provision would be provided and practically possible for cyclists on the downgraded A30.</p> | <p>For safety reasons WCH will not be able to use the new section of A30 between Chiverton and Carland Cross. Instead WCH will be able to continue using the existing A30 to travel west/east. Given the diversion of traffic from the existing to the new A30 this route will be more attractive, suitable and safer for those journeys to be made when compared to the free flowing new A30.</p> <p>Improved travel conditions on the existing A30 for WCH users, as well as new routes being provided as part of the scheme,</p>  | N/A  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              |   | would bring benefits and it is considered there would be limited desire for WCH users to use the new A30.   |  |
|              | Section A, Roscarnick Farm unclassified road: Sustrans consider that the unclassified road serving Roscarnick Farm to access/exit the A30 is entirely inappropriate for local traffic, which will increase following the scheme. Sustrans consider the road should be restricted to farm traffic, cyclists and pedestrians.   | A new access to Rosecarnick Farm's field adjacent to the A390 is being provided.<br><br>Highways England is committed to funding Cornwall Council to monitor traffic on Penstraze Lane following the opening of the scheme. The results of this monitoring could result in the closure of this lane (aside from for access). This closure would be funded by Highways England.  | Y  |
|              | Section B, Chybucca junction: Sustrans welcome the new junction arrangements at Chybucca, which is currently dangerous for cyclists. Sustrans suggest future-proofing the bridge with cycle compliant parapets to accommodate development either side of the junction in the future and the growth in cycling trips in that area.                                   | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) the existing local route (quiet lane) would be realigned through the junction, with appropriate infrastructure and crossing points to be discussed and agreed with Cornwall Council. West of new Chybucca junction, there would be a new bridleway running east/west to connect BR314/64/1 and BR314/65/1. At the junction, new steps would provide a footpath to connect side roads to BR314/65/1. | Y  |
|              | Section B, Marazanvose: Sustrans are disappointed at the closure of the existing A30 crossing at Marazanvose which is popular with cyclists travelling to and from Truro avoiding the Shortlanesend Road (NCN32). Sustrans consider that the proposed green bridge could accommodate pedestrians and cyclists and recognise that this is favoured by the landowner. | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies the green bridge would provide a bridleway along the scheme.  | Y  |
|              | Section B, NCN32: Sustrans consider that traffic on local roads, including Herver Road and Shortlanesend (NCN32), will increase due to less entry and exit slips  | At Herver Lane, Highways England is committed to funding Cornwall Council to monitor traffic movements following the opening of the scheme, and would fund the closure of Herver  | N/A  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              | <p>onto the new A30. Sustrans suggest that a suitable alternative to the NCN32 could be developed using one of the new grade-separated crossings of the new A30, near Zelah and the quieter local road network to Shortlanesend.</p>  | <p>Lane (except for access) should a significant increase in traffic be experienced.</p> <p>Transport modelling shows that there would be an increase in traffic flow through Shortlanesend as a result of the scheme. This route offers an alternative route between the A30 and Truro to the A390.</p> <p>Provision for cyclists has been included throughout the scheme at key junctions to ensure that access to existing infrastructure is not hindered.</p> |  |
|              | <p>Section C, Church Lane: Sustrans welcomes the provision of an underpass at Church Lane.</p>  | <p>The support for this element of the scheme is noted.</p>   | N/A  |
|              | <p>Section C, Zelah: Sustrans suggest that modifications are made to the existing A30 Zelah bypass for pedestrians and cycles to cross in two stages. They also suggest segregated walking and cycling provision at the existing Zelah bypass should be provided in both directions, to tie in with new infrastructure at each end.</p>   | <p>The existing A30 will remain available for WCH users which would be more attractive, suitable and safer for those journeys to be made when compared to the free flowing and heavily trafficked new A30. Due to the significant reduction in traffic on the existing A30 and benefits this would have for WCH users, there are no specific works for cycling proposed on the existing A30 as part of the scheme.</p>  | N/A  |
|              | <p>Section C, NCN32: Sustrans suggest that the proposed new underpass east of Zelah could host a re-aligned NCN 32, or alternatively, the new Pennycomequick underpass could facilitate an improved alignment of the NCN 32 using the quieter local road network towards Shortlanesend.</p>   | <p>NCN 32 is shown on the Rights of Way and Access plans (Volume 2, Document Reference 2.5). The underpass at Two Barrows is being retained for use to connect the C0089 north and south of the existing A30, with some realignment to make the junction safer and discourage high speeds on the local roads.</p>   | N/A  |
|              | <p>Section C, Carland Cross: Sustrans consider that the proposals do not include provision to address long-standing severance north/south for cyclists and pedestrians travelling between Truro, Trispen and Newlyn East (NCN32). Sustrans consider the scheme presents an opportunity to re-establish the highway link to Mitchell using the former A30 road. It would require</p> | <p>The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a safe crossing facility, via a new underpass in a north-south direction would be provided south of Carland Cross. This will include a new restricted byway via a new underpass onto the existing A30. In addition, the scheme would provide a new connection between existing side roads,</p>                                | N/A  |



| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|              | minimal construction and would have significant add-on benefits of enabling cyclist travelling west to have an alternative, gradient friendly route to the services in Mitchell, avoiding the Carland Cross Junction and 70mph traffic as they travel towards Truro, Zelah or Newquay.  | footpaths and bridleways in the surrounding area, with a new bridleway adjacent to a new private means of access, with access restrictions to prevent use by vehicles as necessary. This would all improve connectivity at and around Carland Cross.   |  |
|              | PEIR: Sustrans recommend that a comprehensive Impact Assessment is also performed, consulted on and published.  | The Environmental Statement (Volume 6, Document Reference 6.2) reports on the Environmental Impact Assessment that was carried out to assess the impacts of the scheme. This includes consideration of impacts on WCH, contained in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2).   | N/A  |
|              | Mitigation: Sustrans believe that mitigation measures should be extended to include the needs of WCH. The scheme will result in the loss access to the local rural lane network and public rights of way connectivity. These should be maintained and enhanced, and current severances resulting from the existing A30 trunk road re-established so communities are re-connected. | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to WCH. The speed limit on the existing A30 would remain up to 60mph, however the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the existing A30 significantly less trafficked, with the potential for a substantial improvement in severance along the existing A30.<br><br>Where it is necessary to stop-up Public Rights of Way for construction activities, the provision of alternatives routes and diversions would ensure that access across the new A30 is maintained at key points during operation. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide enhancement and improved connections and will reduce severance. | N/A  |
|              | Existing A30: Sustrans recognise that traffic on the existing A30 will be reduced in volume but anticipates   | The existing A30 will remain available for WCH users which would be more attractive, suitable and safer for those journeys   | N/A  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              | <p>that mean traffic speeds will increase. Regardless of whether cyclists are prohibited from the new A30, Sustrans consider it is essential that the needs of commuting and recreational cyclists are designed into the de-trunked A30.</p> <p>Sustrans consider that segregated cycle provision, in accordance with Highways England's published Advice note IAN 195/16 cycle traffic Cycle Traffic and the Strategic Road Network, must be implemented.</p> | <p>to be made when compared to the free flowing and heavily trafficked new A30. Reduction in speed limits on the existing A30 are not being considered, however design measures to influence driver behaviour to discourage high speeds would be introduced by Cornwall Council and funded by Highways England.</p> <p>Segregated cycle provision is provided at the main junctions of the new A30 to ensure they can be used safely by cyclists.</p>   |  |
|              | <p>Construction: Sustrans believe there will be significant economies of scale and improved benefit-cost ratios by enhancing existing non-motorised user facilities at the current Chiverton Cross Junction and including such facilities at the Marazanvose green bridge.</p>   | <p>In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England is also investigating whether a WCH link can be provided on the line of the existing B3277 and A390 as part of its Designated Funds allocation. Any link provided through Designated Funds would be in addition to that proposed as part of the submitted DCO application.</p> <p>With regard to Marazonevose green bridge, in response to consultation feedback bridleway access has been included</p> | Y  |

| Organisation         | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|                      |  | <p>over the green bridge at Marazanvose. This now links an existing footpath and bridleway to the south and an existing quiet lane to the north.</p> <p>Where it fits in with the WCH strategy, accommodation tracks have been made publicly accessible to WCH (i.e. new access tracks: between Tresawsen underpass and Marazanvose green bridge; west of Chybucca junction; west of Tolgroggan Bridge to Hill House; Mitchell Link east of Carland Cross).</p>   |  |
|                      | <p>Other comments, public rights of way: Sustrans considers it important that where public rights of way meet the new A30, they continue to be connected to the local highway network and to the road's new and existing crossings.</p>  | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) , considers public rights of way and WCH. Where it is necessary to stop-up public rights of way for construction activities, the provision of alternatives routes and diversions will ensure that access across the new A30 is maintained at key points during operation. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide improved connections.</p> | Y  |
| Truro Cycle Campaign | <p>Section A, Chiverton Roundabout: Truro Cycle Campaign would like the implementation of a WCH connection across the A30 in the form of an underpass or cycle bridge, alleviating perceived barriers to participation. Provision of such infrastructure would allow good commuting connections as well as personal health and environmental benefits.</p> | <p>In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing</p>   | Y  |

| Organisation                             | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|  |   | <p>A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived “suppressed demand” highlighted in feedback to the statutory consultation.</p> |  |
| Cornwall Countryside Access Forum (CCAF) | Consultation: CCAF appreciates the informal consultation that has taken place, and welcomes the efforts that have been made to accommodate WCH.   | The recognition of Highways England's informal consultation and engagement activities and its consideration of WCH users in the development of the scheme is noted.   | N/A  |
|  | General, primary concerns: CCAF's primary concerns are the inadequate provision for walking, cycling and horse riding at Carland Cross and Chiverton Cross (detailed below)   | It is recognised that CCAF are primarily concerned with the provision for WCH users at Carland Cross and Chiverton Cross.   | N/A  |
|  | General, PRoW: CCAF believe that the scheme should not result in dead end spurs of public rights of way and believes that these should either be removed entirely or preferably linked to other adjacent routes where practicable. All changes to public rights of way should be included in the Development Consent Order or other | Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) consider Public Rights of Way and WCH users.  | N/A  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              | orders, so that the definitive map is updated as part of the project.   | Where it is necessary to stop-up public rights of way for construction activities, the provision of alternatives routes and diversions would ensure that access across the new A30 is maintained at key points during operation. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide improved connections.   |  |
|              | Section A, Chiverton Roundabout: CCAF strongly recommend a dedicated crossing (bridge or tunnel) for WCH is provided at the site of the existing Chiverton Cross Roundabout. This should be provided as an intrinsic part of the scheme and not through designated funds; CCAF believes this is a vital facility, not just desirable, and is a serious omission from the scheme as proposed. CCAF fully supports the views of Truro Cycle Campaign with regard to the crossing. | <p>In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of</p> | Y  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|              |  | the perceived “suppressed demand” highlighted in feedback to the statutory consultation.   |  |
|              | Section B, Chybucca junction: CCAF welcome the new junction arrangements but have reservations about potential safety issues, particularly for cyclists and horses, and believe there needs to be adequate trail provision adjacent to the carriageway, with clear crossing points and the bridge parapets must be of sufficient height to allow use by cyclists and horse riders. | All diverted or new routes for those groups would be designed to be safe.  | N/A  |
|              | Section B, Chybucca junction bridleways: CCAF believe that the two bridleways north of Chybucca junction need to be linked along the northern margin of the junction complex, separate from the carriageway, and the Definitive Map should be amended accordingly when the routes are open.  | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a new section of bridleway would connect the bridleways at that location including 314/65/1.  | Y  |
|              | Section B, Tresawsen: CCAF believe that bridleway 309/3 should not be stopped up at the new A30 but should be diverted to the east, to link to the proposed underpass carrying the road north from Allet. The short spur (to the north of the new A30) should be removed.  | Chapter - 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) considers public rights of way and WCH users. A short section of bridleway 309/3/1 is proposed to be stopped up where it would be intersected by the new A30 only. Side roads would allow continued north/south access to the east, whilst the local route to the west would be diverted through a new junction with access onto bridleways 314/65/1 and 314/64/1. A new section of proposed bridleway will connect the two. | Y  |
|              | Section B, Marazanvose: CCAF is disappointed at the loss of connectivity as a result of the proposed closure of the side road at Marazanvose and footpath 319/16 at Nancarrow. While CCAF’s desired solution would be a WCH or all traffic bridge to link these two routes, the forum also suggests an alternative, to upgrade the   | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that the green bridge would provide a bridleway along and over the new A30. The bridge would accommodate WCH movements and details where other tracks would be made publicly accessible.   | Y  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              | proposed green bridge for non-motorised traffic. A least desirable alternative would be a new all-traffic link to connect to the Two Burrows underpass.   |   |  |
|              | Section B, Marazanvose: CCAF query whether the proposed link on the south side of the new A30 from Tresawsen underpass to the road near Nancarrow a public right of way, an accommodation road or both?   | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that the green bridge would connect to a new bridleway connecting footpath 319/16/1 and the realigned local route along and over the scheme's new side roads. | Y  |
|              | Section B, Tolgroggan: CCAF welcome the proposed replacement bridge at Tolgroggan, which maintains a bridleway and farm crossing for the proposed and existing A30 routes. CCAF assumes that the existing bridleway and footpath both north and south of the new A30 are to be retained.  | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) confirms those details.                                       | N/A  |
|              | Section B, Zelah: CCAF particularly welcomes proposals at Zelah with regard to connectivity, and feel that they are a great improvement on the existing provision, of which there is little in the way of existing footpaths and bridleways.  | The support for this element of the scheme is noted.  | N/A  |
|              | Section C, Church Lane: CCAF welcomes the provision of an underpass for WCH users at Church Lane.   | The support for this element of the scheme is noted.  | N/A  |
|              | Section C, Trevalso Lane underpass: CCAF welcome the provision of the Trevalso Lane underpass. CCAF state that the map appears to show a continuous footpath along the south of the new A30, from from a point west of Church Lane to a point east of Trevalso and south of Tregorland. If this is correctly interpreted, such a provision is welcomed. Further, the short length of footpath between Trevalso to Polstain Farm would be made redundant and should be stopped up. | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) confirms those details.                                       | N/A  |
|              | Section C, Pennycomequick underpass: CCAF welcomes the provision of the Pennycomequick  | The support for this element of the scheme is noted.  | N/A  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              | underpass and the proposed road link south of the new A30 at Ennis Farm, which will ensure connectivity is maintained in this part of the Quiet Lanes Network.   |   |  |
|              | Section C, Ventonteague: CCAF advise that an archaeological investigation should take place into the potential Holy Well at Ventonteague prior to deciding to stop up St Allen footpath 11. If present, the well and access to it should be retained.  | The Holy Well is not a designated asset which would be impacted by the scheme.  | N/A  |
|              | Section C, Newlyn Downs: CCAF welcome the provision of the Newlyn Downs underpass, utilising the existing A30 at Carland Cross.  | The support for this element of the scheme is noted.  | N/A  |
|              | <p>Section C, Carland Cross crossings: CCAF is concerned that there is a lack of safe crossings for cyclists and non-motorised traffic at Carland Cross, for those travelling from or continuing in an easterly direction. A safe crossing of the A39 needs to be provided and is a major omission from the scheme.</p> <p>CCAF believes that a non-motorised traffic access route between Carland and Mitchell should be provided via the (now private) former A30. If this is not possible, an access route should be provided within the limits of the existing A30 verges, or the north side of the A30 via West Nancemeer underpass. A safe non-motorised traffic connection is needed between Truro and Newquay.</p> | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a safe crossing facility, via a new underpass in a north/south direction, would be provided south of Carland Cross, with a new restricted byway via a new underpass onto the existing A30 to connect with the A39. In addition, the scheme would provide a new connection between existing side roads, footpaths and bridleways in the surrounding area, and a new bridleway adjacent to a new private means of access, with access restrictions to prevent use by vehicles as necessary. This would all improve connectivity at and around Carland Cross. | Y  |
|              | Section C, CroW Access Land: CCAF note that CRoW Access Land will be lost by the old quarry. CCAF recommend that new heathland nearby is given a CRoW Access Land designation if not part of the highway.  | <p>The enhancement suggested sits outside the remit of the DCO and will be considered as part of Highways England's Designated Funds programme.</p> <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) explains that</p>  | Y  |



| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|              | <p>CCAF note that CRoW Access Land at Newlyn Downs presently cannot be reached from Carland Cross and the proposals will result in a gap of less than 100m between the Access Land and the proposed heathland. CCAF believe that a pedestrian access across this gap would be highly beneficial and could be funded by Designated Funds if the landowner is sympathetic.</p> | <p>the area of CRoW land is not currently publicly accessible and not used for recreational purposes. A small section of the site would be directly impacted with the proposed scheme alignment running through the land. In seeking to mitigate the loss of CRoW land, the proposed scheme has identified replacement land to the east, near to the new Carland Cross Junction. The area of land identified contains an historic barrow, which would be retained and would provide an area of heathland accessible for recreational and public use. A new WCH route via an underpass would run through the site, adding to its accessibility. As such, it is considered that the scheme would have an overall slight beneficial impact on CRoW land with no net loss and improved access to the re-provided area.</p> |  |
|              | <p>Open Access Land: CCAF believe that Highways England should ensure that access to open-access land is not prejudiced or obstructed by the scheme and if additional linear access is required by the works, this should be facilitated within the scheme.</p>  | <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) explains that in seeking to mitigate the loss of CRoW land, the proposed scheme has identified replacement land to the east, near to the new Carland Cross Junction. The area of land identified contains an historic barrow, which would be retained and would provide an area of heathland which is accessible for recreational and public use. A new WCH route via an underpass would run through the site, adding to its accessibility. As such, it is considered that the scheme would have an overall slight beneficial impact on CRoW land with no net loss and improved access to the re-provided area.</p>   | Y  |
|              | <p>PEIR: CCAF note that the paragraph on Appendix page iv referring to People and Communities, refers to the “beneficial effects for WCH from the scheme”. CCAF request that Highways England considers temporary mitigation measures during construction to ensure continuing use by the public (subject to public safety) of the existing public rights of way.</p>        | <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) the construction phase of the scheme is anticipated to lead to a variety of effects on the local WCH network, as a result of the proposed scheme main carriageway or side roads</p>   | N/A  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|              |  | <p>severing existing routes. In all cases, realignment or diversion of these local routes is proposed, utilising new side roads, bridges and junctions where possible, to maintain access for users. Overall, during construction there is likely to be a short-term and slight adverse effect, which is assessed as insignificant.</p> <p>Highways England will work with the contractor to keep open as many public rights of way as possible during construction. However, some diversions and temporary stopping-up of public rights of way are possible. This would be developed further by the main works contractor during detailed design.</p> |  |
|              | Mitigation: CCAF welcomes the provision of some “green connectivity” between north and south.  | The support for this element of the scheme is noted.   | N/A  |
|              | Existing A30: CCAF state that Highways England should ensure that the downgraded A30 is signed and otherwise adapted where necessary, to provide a safe cycle route as an alternative to the new A30 and to encourage its use between Chiverton and Carland Cross. CCAF suggest cyclists could be banned from the new A30. | Highways England is working with Cornwall Council to establish the design of the existing A30 once it is downgraded. This may include the reduction in speed limits, however, discussions are ongoing. As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to WCH. Cyclists would be prohibited from the new A30.  | N/A  |
|              | Construction Impacts: CCAF would like Highways England to ensure that obstruction of footpaths, bridleways and minor roads is kept to a minimum during the works, to maintain access as far as possible to comply with public safety.  | Where it is necessary to stop-up public rights of way for construction activities, the provision of alternatives routes and diversions would ensure that access across the new A30 is maintained at key points during operation. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide improved linkages that would reduce severance.   | N/A  |

| Organisation                 | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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| National Farmers Union (NFU) | Impact on Farming Business: NFU accept the principle of the scheme, which will help improve the local economy. However, they consider it must have minimal impact on farming businesses. NFU believe that Highways England must consider the impact on farm businesses in greater detail and keep the amount of land to be acquired by compulsory purchase to a minimum. It should take into account compensation and any additional costs of production for farm businesses.         | <p>It is noted that the NFU accept the principle of the scheme and recognise its benefits with regard to the local economy.</p> <p>Highways England has had regard to the impact of the scheme on businesses, including farm businesses, throughout its development and is in ongoing discussions with affected landowners, regarding compensation and mitigation. A detailed assessment of the impacts of the scheme on business and agricultural land is provided in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2). It includes an Agricultural Impact Assessment (AIA) which has been undertaken to quantify the scheme's land take, both temporarily and permanently, describing any agreed mitigation.</p> <p>A meeting was held with a representative of the NFU on 7 June 2018. The representative expressed their intention to work with landowners to establish whether group representations would be possible. Highways England supports this approach.</p> | N/A  |
|                              | Agricultural Vehicles: NFU consider that agricultural vehicles must be allowed to use the new road and would like Highways England to clarify that there will be no restrictions placed on agricultural vehicles.   | Highways England does not propose any prohibitions on the use of the new A30 by slow moving vehicles.  | N/A  |
|                              | East Facing Slips: NFU is concerned that the proposed scheme does not include eastward access along its route, which will cause long diversion routes, unacceptable to farm traffic, with significant impact on the viability of some farm businesses. NFU consider east facing slips at Chybucca of particular importance to achieve the project objectives. NFU fully endorse the case made by Messrs Parker of Callestick Farm and Callestick Farm Ice Cream regarding this point. | The non-provision of east facing slips is considered in the response to matters raised by Cornwall Council in Table 8-1 of this report.  | N  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              | <p>Weight Restrictions: NFU consider that no weight restrictions or other restrictions should be imposed on agricultural vehicles using local roads, including the old A30, to gain access over or under the new A30. This must be applied during and after construction. All bridges and underpasses should be future-proofed to enable modern machinery to use them. NFU will meet Highways England to give guidance on this matter if required.</p> | <p>All vehicular underpasses and bridges on the proposed A30 have been designed to accommodate the maximum legal articulated vehicles up to a minimum height of 5.3m plus allowance for the vertical alignment.</p>   | N/A  |
|              | <p>Local Roads, Existing A30: NFU is concerned that Highways England needs to understand how local traffic will use the local network when access roads onto the A30 are closed, in particular the year-round use of agricultural vehicles. NFU consider that the downgraded A30 may remain as busy as it is now, due to local traffic and this should be considered if agricultural traffic is to be directed to the existing A30.</p>                | <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) with the scheme in place, the existing A30 would be much more attractive to local traffic. The traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the existing A30 significantly less congested, with the potential for a substantial improvement in severance along the existing A30. The role of the existing A30 would change with reclassification and a significant reduction in traffic flows. Those benefits would facilitate and allow improved conditions for users along the existing A30 including agricultural traffic.</p> | N/A  |
|              | <p>Drainage, landowners: NFU considers that full consultation and negotiation needs to be carried out with all landowners and occupiers to ensure run-off is collected and stored without any impact on their farm business and any related infrastructure that is positioned on the least productive agricultural land. Existing drainage must be re-instated with the full cost borne by Highways England.</p>                                       | <p>All of the run-off from the proposed A30 and the realigned side roads would be collected in the highway drainage and discharged to attenuation ponds. The design of the attenuation ponds is such that they can accommodate all the road drainage within their footprint and then slowly release it to the nearest watercourse at what is known as the 'greenfield runoff rate', which is the same rate as water would naturally filter through the soil into the watercourse. The water quality level has been accepted by the Environment Agency and Cornwall Council. This would not make the existing drainage conditions on the surrounding land any better or worse.</p>   | N  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|              |  | Any existing land drainage that is affected by the scheme would be reinstated as part of the works.  |  |
|              | Section B, green bridge: NFU consider that the green bridge is not sited in the best position, due to its impact on an adjacent landowner, an NFU member. Specific impacts on this landowner include demolishing a listed building, close proximity to farm buildings, severing of an access and serious disruption to the farm businesses. NFU request that the location of the green bridge is reconsidered and an explanation provided as to how the current site was selected and how the bridge will be used and managed. | <p>The green bridge has been designed to ensure safe passage for multiple species where the road is in cutting, which reduces other environmental impacts, such as noise and visual.</p> <p>The bridge would be primarily a wildlife crossing, but following changes made in response to statutory consultation, would incorporate a WCH access to link between the adjacent side roads. The structure would be owned and maintained by a combination of Highways England and Cornwall Council.</p>  | Y  |
|              | Business disturbance, NFH: NFU are concerned about the impact of the proposals on the successful wedding venue business at NFH due to noise and fumes. NFU understand the landowner has offered land to the north as mitigation, but this has not impacted the preferred realignment. NFU would like clarity as to why this has not been considered.   | <p>The horizontal alignment of the proposed route has closely followed the Preferred Route alignment that was announced in summer 2017.</p> <p>The vertical alignment has been developed in accordance with the standards set out in the DMRB to: provide a safe road with sufficient visibility; follow the existing topography of the ground as much as practicable to generate an earthworks balance; and to cause the least impact on local communities.</p> <p>The vertical alignment has been lowered around Marazanvose to reduce the impact of the scheme on the wedding business.</p> <p>The impact of the scheme on the NFH business is considered in detail in response to matters raised by PIL ID56 and 57 in Table 8-2 of this report.</p> | Y  |

| Organisation                 | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|                              | Footpaths, bridleways and additional access rights: NFU expect full consultation with the NFU and farming businesses if there are any proposals to create any additional footpaths, bridleways or additional access rights arising from this scheme.  | <p>Details of the scheme relating to footpaths, bridleways and accesses were provided in the plans presented at statutory consultation and are detailed in the submitted application.</p> <p>There has been ongoing engagement, as well as statutory consultation, with landowners (including relevant farming businesses) impacted by the scheme, including any additional footpaths, bridleways or access rights that are proposed to affect their land.</p> <p>All diverted or new routes for those groups would be designed to be safe and details are subject to discussion and agreement with Cornwall Council. Ongoing consultation with landowners and tenants aim to help Highways England and its contractor take into account any specific needs and inform mitigation measures as appropriate, to be agreed between the relevant parties if necessary. Appropriate financial compensation would be explored for landowners where temporary land acquisition is required.</p> | N/A  |
| Cornwall Chamber of Commerce | Principle of Development, support: Cornwall Chamber of Commerce fully supports the dualling of the A30 between Chiverton and Carland Cross, due to improved economic prosperity for western Cornwall and regularised journey times within the county.   | It is noted that the Cornwall Chamber of Commerce fully support the principle of the scheme and recognise its benefits with regard to the local economy and journey reliability.   | N/A  |
| Woodland Trust               | Ancient Woodland, objection: The Woodland Trust have identified a potential area of unmapped ancient woodland (at grid reference SW7950149771) which may be directly impacted by the preferred route option. Subsequently, they recommend a discussion is undertaken with Natural England to determine if it is unmapped ancient woodland and should be designated. The Woodland Trust have provided maps to show the location of the woodland in | <p>The Woodland Trust has withdrawn their objection to the scheme based on Natural England's response.</p> <p>Natural England has examined all the evidence available and concluded that there is not enough evidence to support this woodland as ancient woodland and it would not be added to the ancient woodland inventory.</p>  | N/A  |

| Organisation    | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|                 | question. Until the status of the woodland is determined, the Woodland Trust have a holding objection to the scheme route.  |  |  |
| R J Trevail Ltd | <p>Section B, Chybucca: RJ Trevail consider the lack of full access at Chybucca junction on the proposed A30 to be a hindrance to the haulage business, due to a lack of direct access to business premises.</p> <p>Concerns are also expressed about the severance of public access to businesses located adjacent to Chybucca junction, such as Callestick leading to loss of economic viability. The suggestion for a full four-way junction at Chybucca to maintain access to local businesses.</p> | <p>The non-provision of east facing slips is considered in response to matters raised by Cornwall Council in Table 8-1 of this report.</p> <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers commercial property and businesses. Access arrangements would be maintained during construction to all identified commercial properties and businesses. Through scheme design, appropriate access would continue to be provided. Key services would be signed subject to discussion and agreement between Highways England and Cornwall Cornwall.</p> <p>The commercial properties and businesses identified within the area are not considered to be particularly sensitive to amenity changes, which are more relevant to tourism facilities and certain sensitive businesses that rely on these surroundings. It is, however, considered that the scheme once operational would bring accessibility benefits to many of the existing businesses situated along and near to the A30 from improved transport conditions. Some would experience reduced accessibility. However, the benefits to journey times and journey time reliability from improved travel conditions would likely offset this impact. It should also be noted that those premises not only serve A30 users but the local communities and visitors who utilise their services by accessing local roads. As such, there are expected to be slight beneficial impacts overall as a result during operation, with no likely significant effects on commercial properties and businesses.</p> | N  |

| Organisation   | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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| MRH GB Limited | Section A, Chiverton Cross: MRH Limited objects on the grounds that relocating Chiverton Cross Junction will result in the severance of businesses located at the existing service area. Concerns expressed that, without adequate signage from the proposed A30, significant operational impacts would be endured at the service area. | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers commercial properties and businesses. Access arrangements would be maintained during construction to all identified commercial properties and businesses. Through scheme design, appropriate access would continue to be provided. Key services would be signed subject to discussion and agreement between Highways England and Cornwall Council.  | N/A  |
|                | Mitigation, Chiverton Cross: MRH Limited express concerns that the relocation of the Chiverton Cross Junction will sever the existing service area from passing trade. Without satisfactory signage, significant negative operational impacts will be endured by the service area.  | The commercial properties and businesses identified within the study area are not considered to be particularly sensitive to amenity changes, which are more relevant to tourism facilities and certain sensitive businesses that rely on these surroundings. It is however considered that the scheme once operational would bring accessibility benefits to many of the existing businesses situated along and near to the A30 through improved transport conditions.   | N/A  |
|                | Construction: MRH Limited consider that access to and from the Chiverton Services, located at Chiverton Cross Junction, to be negatively impacted during construction of the proposed A30.  | <p>Those that would experience reduced accessibility are situated off the Chiverton Roundabout, would experience an increased journey length of around 1km for vehicles existing the A30. However, the benefits to journey times and journey time reliability from the improved travel conditions would likely offset this impact.</p> <p>It should also be noted that those premises not only serve A30 users, but the local communities and visitors who utilise their services by accessing local roads. As such, there are expected to be slight beneficial impacts overall as a result during operation, with no likely significant effects on commercial properties and businesses.</p> | N/A  |



| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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| Cuckoo Cafe  | Section A, Chiverton Roundabout: Cuckoo Café considers that the construction of the proposed A30 and no provision of WCH access connecting north and south Cornwall will negatively impact business operations.    | In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.<br><br>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.<br><br>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived “suppressed demand” highlighted in feedback to the statutory consultation. | Y  |
|              | Mitigation: Although Cuckoo Café considers ecological mitigation in the form of multi-species crossings to be a positive proposal, more attention to pedestrian crossings is required at Chiverton Cross Junction. |  | Y  |
|              | PEIR: Cuckoo Café considers that provision for motorised vehicles only will result in negative environmental impacts.  |  | N/A  |

| Organisation                               | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|  |  | <p>Where there are potential adverse impacts, Highways England will take measures to avoid, reduce or mitigate these impacts, as detailed in the Environmental Statement.</p> <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) , seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide improved linkages that would reduce severance.</p> |  |
| Riviera Produce and PE Simmons and Son Ltd | Section B, Chybucca junction: Riviera Produce and PE Simmons and Son Ltd are considering relocating from Whealrose to Chiverton/Chybucca. Concerns are expressed that, without a full east/west access at Chybucca junction, agricultural traffic will be forced to join the proposed A30 at Chiverton Cross. Providing full access at Chybucca would reduce agricultural usage of Chiverton junction and the local road network.  | The non-provision of east facing slips is considered within the response to the matters raised by Cornwall Council in Table 8-1 of this report.  | N  |
| Transition Truro                           | Section A, Chiverton Roundabout: Transition Truro consider that an excess of 1,000 daily trips from St Agnes to Truro are undertaken on a daily basis, connecting northern Cornwall to key areas of employment and education such as; Threemilestone Industrial Park, the Park and Ride, Truro College, Richard Lander School and Treliske Hospital. The distance between St Agnes and Truro measures 6.5 miles and exhibits a flat topography, making it an ideal route for a green WCH corridor. Construction of a WCH corridor on this route would alleviate air quality issues and congestion experienced upon the A390, contributing to the offsetting of climate change. | <p>In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to</p>    | Y  |

| Organisation             | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|                          | <p>Section A, Chiverton Roundabout: Transition Cornwall considers that the creation of a B3277 to A390 cycle link will provide safe and direct access for all cyclists, and would therefore demonstrate compliance with Highways England's Cycle Proofing policy.</p> <p>Section A, Chiverton Roundabout: Transition Cornwall suggests that provision of WCH at Chiverton Cross should be undertaken as an integral part of the scheme and not through Designated Funds, as to ensure deliverability.</p> | <p>navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived "suppressed demand" highlighted in feedback to the statutory consultation.</p> |  |
| Kool Box Trailers        | Section B, Chybucca junction: Kool Box Trailers express concerns that the non-provision of east facing slips at Chybucca junction will hinder access to the proposed A30, negatively impacting business operations.   | The non-provision of east facing slips is considered in the response to matter raised by Cornwall Council within Table 8-1 of this report.   | N  |
| Badcock Farming Services | Section A: Badcock Farming Services supports the design of Section A, referring to scheme as 'very good'.   | The support for this element of the scheme is noted.   | N/A  |
|                          | Section B, Chybucca junction: Badcock Farming Services consider the non-provision of east facing slips to be non-sensible due to lack of access to the proposed A30 and increased distances required for the operation of the mobile livestock business.  | The non-provision of east facing slips is considered in the response to matter raised by Cornwall Council within Table 8-1 of this report.   | N  |
|                          | Section C, Carland Cross Roundabout: Badcock Farming Services consider the degree of agricultural land take to construct Carland Cross to be excessive. Suggestion raised that constructing a single roundabout similar to Chiverton Cross would be preferable.   | A dumbbell arrangement has been designed at Carland Cross because it reduces land-take and requires fewer structures compared to a gyratory junction. It can also utilise the existing roundabout, keeping traffic disruption to a minimum during construction.  | N  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|              |  | <p>Traffic modelling (using the established SATURN modelling software) has been undertaken during the development of the scheme, as detailed in the Transport Repor (Volume 7, Document Reference 7.4). The modelling shows that there would be no significant harmful impacts in relation to traffic queues at the Carland Cross Junction. A more detailed modelling assessment of the proposed Carland Cross Junction shows that the design would significantly reduce queues compared to a scenario in which the proposed scheme is not implemented and the existing A30 remains in its current form.</p> |  |
|              | <p>Construction: Badcock Farming Services consider that full access at Chybucca junction and compaction of Carland Cross Junction is required to improve the scheme.</p> | <p>The non-provision of east facing slips at Chybucca junction is considered in response to the matters raised by Cornwall Council in Table 8-1 of this report.</p> <p>The design of Carland Cross Junction is considered in response to the previous matter raised by Badcock Farming Services (the row above).</p>   | N  |

| Organisation   | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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| Perranzabuloe Parish Neighbourhood Development Plan - Steering Group | <p>Section B: Business, Employment, Transport and Infrastructure (BETI) consider that Cornwall Council has allocated an excess of 250,000m<sup>2</sup> of B1 space in St Agnes and Perranporth CNA. BETI considers this location to be undesirable with preferable opportunities existing adjacent to Chybucca junction, should full access be provided.</p> <p>Suggestion raised that additional east facing slips would provide improved access to businesses and tourist traffic, improving the local economy.</p> | The non-provision of east facing slips is considered in the response to matter raised by Cornwall Council within Table 8-1 of this report.   | N  |
|  | Section B, WCH improvements: Perranzabuloe Parish Neighbourhood suggest that improvements to the cycle network should be undertaken to improve connectivity between Perranporth/Goonhavern to Truro via Callestick/Marazanvose.   | <p>The existing local roads provide access to Goonhavern and Perranport to/from Truro. The provision of access across the green bridge at Marazanvose would improve accessibility across the new and existing A30 for WCH users through Marazanvose. The underpass at Tresawsen would retain access to Callistick on the realigned C0049.</p> <p>Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) consider public rights of way and WCH users. Where it is necessary to stop-up public rights of way for construction activities, the provision of alternatives routes and diversions</p> | N/A  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              |  | would ensure that access across the new A30 is maintained at key points during operation. Seven new routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed public rights of way. These seek to provide improved connections.  |  |
|              | Existing A30: BETI acknowledge an expected 70% reduction of traffic upon the existing A30, allowing the opportunity to re-route traffic travelling from Chiverton Cross to Newquay, via Goonhavern, through improvements to Scotland Road. | There are no proposals to improve Scotland Road, as it is not affected by the scheme.   | N/A  |
|              | Existing A30: Suggestion that funds for offsite projects should be allocated for improvements to the WCH network on routes such as; Perranporth to Newquay via Goonhavern; and Perranporth to Truro via Goonhavern.                        | Improvements to the network as suggested are beyond the remit of the DCO application.   | N/A  |
|              | Construction: Perranzabuloe Parish Neighbourhood suggest the implementation of traffic management to ease congestion, as well as attention to the local road network to prevent rat running of vehicles seeking to avoid congestion.       | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared and support the DCO application (Volume 6, Document Reference 6.4). They explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible. The draft Traffic Management Plan identifies the key areas where the works will impact on the existing A30 traffic flow, with solutions to organise the construction works in such a way as to minimise the disruption and impact on the travelling public. During the continued planning and development of the scheme the overall objective would be ensuring the safety of the travelling public and the workforce, whilst minimising disruption to the public, businesses and visitor destinations. | N/A  |

| Organisation       | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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| Greenlight PBS LTD | Section A, Chiverton Cross: Greenlight PBS acknowledge that many members of staff cycle to work using the current Chiverton Cross Junction. However, concerns have been expressed that new proposals will make journeys increasingly difficult, despite the environmental and personal benefits. Suggestion is raised that a WCH connection should be provided at Chiverton Cross Junction. | <p>In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived "suppressed demand" highlighted in feedback to the statutory consultation.</p> | Y  |
|                    | Section B, Chybuca: Suggestion raised that full WCH connections should be provided at Chybuca junction to allow both east/west and north/south movements.   | As set out in Chapter 12- People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P), the existing local route (quiet lane) would be  | Y  |

| Organisation   | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|                |   | realigned through the junction, with appropriate infrastructure and crossing points to be discussed and agreed with Cornwall Council. To the west of the new Chybucca junction there would be a new bridleway running east/west to connect BR314/64/1 and BR314/65/1. At the junction, new steps would provide a footpath to connect side roads to BR314/65/1.   |  |
|                | Section C, Carland Cross: Suggestion raised that full WCH connections should be provided at Carland Cross Junction to allow both east/west and north/south movements.   | The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a safe crossing facility, via a new underpass in a north-south direction, would be provided south of Carland Cross, with a new restricted byway, via a new underpass onto the existing A30, to connect with A39. In addition, the scheme would provide a new connection between existing side roads, footpaths and bridleways in the surrounding area, with a new bridleway adjacent to a new private means of access, with access restrictions to prevent use by vehicles as necessary. This would all improve connectivity at and around Carland Cross. | Y  |
|                | PEIR: Greenlight PBS LTD consider that additional WCH infrastructure should be provided throughout the scheme, benefiting the environment.  | Seven WCH crossings are proposed as part of the scheme, including an underpass west of Chiverton junction and use of the green bridge for WCH at Marazanvose. Both of which have been incorporated into the scheme following feedback received during statutory consultation. Due to the reduction of traffic upon the existing A30, favourable conditions would enable increased and safer WCH usage.   | N/A  |
| St Agnes Hotel | Section A, Chiverton Cross: The St Agnes Hotel expresses concerns that lack of north/south access for WCH will result in reduced economic performance. Furthermore, suggestion raised that alternatives means of access is required to St Agnes to ease parking issues and provide access to WCH. | In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.   | Y  |



| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              |  | <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived “suppressed demand” highlighted in feedback to the statutory consultation.</p> |  |
|              | PEIR: The St Agnes Hotel considers that encouragement of WCH should be provided to ease congestion and air quality issues in St Agnes. | Seven WCH crossings are proposed as part of the scheme, including an underpass west of Chiverton junction and use of the green bridge for WCH at Marazanvose. Both of which have been incorporated into the scheme following feedback received during statutory consultation. Due to the reduction of traffic upon the existing A30, favourable conditions would enable increased and safer WCH usage.  | N/A  |
|              | Mitigation: Although mitigation is supported, greater attention to mitigation of humans and visitors is wanted.                        | Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) considers effects on communities, businesses and visitors.  | N/A  |

| Organisation   | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|                | Existing A30: St Agnes Hotel considers that the existing A30 should be retrofitted to allow improved access for WCH to the village and their business.  | Highways England is working with Cornwall Council to establish the design of the existing A30 once it is downgraded. As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to WCH.   | N/A  |
| A G Prowse Ltd | Section B, alignment: A.G. Prowse Ltd considers that the proposed A30 should follow the same route as previously proposed, to increase the area between the new and existing A30. Concerns expressed that in the event of serious traffic conditions, both the proposed and existing A30 would be closed. | <p>The horizontal alignment of the proposed route has closely followed the Preferred Route alignment, which was consulted upon during the non-statutory consultation held October/November 2016 and announced in summer 2017. Consideration of the route selection of the scheme is considered in response to matters raised by PIL56 and 57 in Table 8-2 of this report.</p> <p>As part of the maintenance and operation strategy for the proposed new scheme, in the event of a serious accident and during full carriageway main works, traffic could be taken off the proposed A30 and directed to the existing road network via the three major junctions or six emergency access points along the route.</p> | N  |
|                | Section B, crossings: Suggestion that all crossings under and/or over the existing A30 should be maintained, specifically the Church Lane underpass to connect St Allen to other villages.  | Retaining a safe, accessible and fit for purpose side road network is a key requirement of the new scheme, particularly the north/south connectivity across the scheme. This has been achieved by including: three junctions at Chiverton (with the A390, A3075, B3277 and the existing A30), Chybucca (B3284) and Carland Cross (A39); four north/south crossings at Tresawsen, Trevalso, Tolgroggan and Pennycomequick; and four dedicated WCH crossings at Chiverton, Church Lane, Marazanvose and Newlyn Downs.  | Y  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|              |   | <p>The Chiverton WCH underpass and the use of the Marazanvose green bridge by WCH has been provided in response feedback from statutory consultation.</p> <p>The existing A30 has been retained parallel to the proposed A30 as a local route. This connects to the three junctions with the proposed A30 at Chiverton, Chybucca and Carland Cross.</p>  |  |
|              | Section C, Trevalso underpass: A.G.Prowse Ltd supports the Trevalso underpass proposal due to the connection of agricultural land either side of the A30 and connections provided for WCH users.  | The support for this element of the scheme is noted.   | N/A  |
|              | <p>PEIR: A.G. Prowse Ltd suggest that all verges on the proposed A30 should have cattle fences to allow grazing, to reduce maintenance/trimming costs.</p> <p>Concerns expressed that the placement of ponds at Pennycomequick are too close to residential dwellings and will run up hill.</p> | Current highway standard design includes stock proof fencing immediately adjacent to the carriageway and allowing cattle onto the verge.   | N  |
|              | Mitigation: Concerns that deer crossings proposed at Sandy Lane are in the wrong location, however, woodland grazing would provide better habitats.   | <p>There are nine crossing points throughout the scheme that are suitable for deer. Highways standard badger and otter fencing (as recommended in the Design Manual for Roads and Bridges) is provided throughout the scheme on both sides, with otter fencing (suitable to exclude deer) provided 100 metres either side of crossing points, to safely guide mammals to and from the crossing points.</p> <p>Full details of mitigation are provided in Chapter 8 - Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2). Full details of the fencing and crossings are provided in the Environmental Master Plans (Volume 6, Document Reference 6.3, Figure 7.6).</p> | N/A  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              | <p>Existing A30: A.G. Prowse Ltd suggest that Boxheater Junction should be amended to a roundabout style junction.</p> <p>Further suggestion raised that a lorry stop with toilet facilities should be provided upon the existing A30 route.</p>  | <p>At Boxheater Junction, traffic modelling shows a significant reduction in the traffic movements on the junction following the opening of the scheme. Highways England is proposing to fund minor enhancements to the junction to improve safety, and is in discussion with Cornwall Council regarding the extent of these enhancements.</p> <p>It is not anticipated that this would include a lorry stop, as services at Carland Cross and Chiverton will remain operational and accessible from the existing A30.</p>  | N/A  |
|              | <p>Construction: A.G.Prowse suggests that the land area between the existing and proposed A30 should be maximised to reduce the likelihood of closures in the situation of serious collisions.</p> <p>Suggestion raised for the construction of an underpass at Church Lane to reconnect St Allen with other communities.</p> | <p>A Road Restraints Risk Assessment has been undertaken in accordance with the DMRB. This has identified the need for safety barriers along the proposed A30 and side roads where necessary, including between the stretches of the proposed and existing A30 that are in close proximity to each other.</p> <p>Church Lane underpass is for pedestrians under the proposed A30 only. This would connect to the existing crossing of the existing A30, which would be retained with the associated stepped access. It is deemed that this existing crossing is acceptable due to the significantly reduced traffic volumes on the existing A30, provided that vegetation is maintained to provide the required visibility.</p> | N  |
|              | <p>Additional Comments, Statutory Undertakers: A.G.Prowse Ltd suggests that the opportunity to provide utilities such as gas and fibre telecommunications to St Allen should be investigated.</p>   | <p>Initial utility diversions have been designed as part of the scheme. These do not require the construction of an underpass at Church Lane. Utility provision outside of that required to implement the scheme (such as diversions) is not within the remit of Highways England.</p>  | N  |
| AggieCycles  | <p>Section A, Chiverton Roundabout: AggieCycles objects to lack of provision of a crossing for cyclists and pedestrians at existing Chiverton Cross location. AggieCycles considers that such provision would be</p>  | <p>In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new</p>   | Y  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|              | <p>innovative and sustainable, and should be provided within the main development and not through Designated Funds, which risks it not being built at all or being of a lower grade design.</p> | <p>Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived “suppressed demand” highlighted in feedback to the statutory consultation.</p> |  |
|              | <p>Section B, Chybucca: AggieCycles believes that Chybucca junction would benefit from substantial cycle enabling infrastructure and currently the proposals only serve the motorist.</p>       | <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) , the existing local route (quiet lane) would be realigned through the junction, with appropriate infrastructure and crossing points to be discussed and agreed with Cornwall Council. West of new Chybucca junction there would be a new bridleway running east/west to connect BR314/64/1 and</p>   | Y  |

| Organisation | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
|--------------|--|--|--|
|              |  | BR314/65/1. At the junction, new steps would provide a footpath to connect side roads to BR314/65/1.   |  |
|              | Section B, Tresawsen: AggieCycles supports the provision of a tunnel connecting Tresawsen and Allet.   | The support for this element of the scheme is noted.   | N/A  |
|              | Section C, Carland Cross: AggieCycles suggests that Highways England explores the possibility of connecting St.Erme and Mitchell through Carland Cross for pedestrians and cyclists, using an old section of the A30 which is now a farm lane.   | <p>The Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) clarifies that a safe crossing facility, via a new underpass in a north/south direction, would be provided south of Carland Cross, with a new restricted byway, via a new underpass onto the existing A30, to connect to A39.</p> <p>In addition, the scheme would provide a new connection between existing side roads, footpaths and bridleways in the surrounding area, with a new bridleway adjacent to a new private means of access, with access restrictions to prevent use by vehicles as necessary. This would all improve connectivity at and around Carland Cross.</p> | Y  |
|              | PEIR: AggieCycles restates that a cycle/pedestrian crossing at Chiverton could have significant benefits in terms of air quality, congestion, emissions, noise levels and climate change generally.  | Highways England is providing a WCH link between the B3277 and A390. The link is proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.   | Y  |
|              | Mitigation: AggieCycles supports all points mentioned as mitigation. However, they feel that the project would overall have a negative impact on the environment and surrounding communities if no provision for sustainable travel options is provided at Chiverton Cross or Chybucca junction. | <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p>   | Y  |
|              | Existing A30: AggieCycles believes that the existing A30 has potential to become a future rat run for locals, and it   | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference   | N/A  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              | <p>should be re-designed to reduce vehicle speed. AggieCycles states that with sufficient thought to design, including peripheral friction, narrowed sections, multi-surfaces and segregated cycleways, it could become an attractive 'green way' to connect into a future green way network.</p> | <p>6.2), with the scheme in place, the existing A30 would be much more attractive to WCH. The speed limit on the existing A30 would remain up to 60mph, however the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the existing A30 significantly less congested, with the potential for a substantial improvement in severance along the existing A30.</p> <p>Highways England is working with Cornwall Council to establish the design of the existing A30 once it is downgraded. This may include the reduction in speed limits, however discussions are ongoing. As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to walking, cycling and horse riding. Cyclists would be prohibited from the new A30.</p>  |  |
|              | <p>Construction: AggieCycles recommends that sustainable travel infrastructure is constructed first at each site to provide an alternative travel option whilst roadworks are ongoing.</p>  | <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), an Outline Construction Environment Management Plan and draft Traffic Management Plan have been prepared and support the DCO application (Volume 7, Document Reference 6.4, Appendix 16.1 and 2.1 respectively). They explain the issues and proposed measures to help ensure any potential adverse impacts during construction are reduced or avoided where possible. The draft Traffic Management Plan identifies the key areas where the works impact the existing A30 traffic flow, with solutions to organise the construction works in such a way as to minimise the disruption and impact on the travelling public. During the continued planning and development of the scheme the overall objective would be ensuring the safety of the travelling public and the workforce whilst minimising disruption to the public, businesses and visitor destinations.</p> | N/A  |

| Organisation                 | Matters raised in response to consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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| Teagle Machinery Ltd         | Section A, Chiverton Roundabout: Teagle Machinery Ltd consider that a WCH link across Chiverton junction should be provided within the scheme to ensure employees can commute to work in a sustainable manner.  | <p>Highways England is providing a WCH link between the B3277 and A390. The link is proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> | Y  |
| The Railway Inn Public House | <p>Section A, Chiverton Roundabout: The Railway Inn Public House expresses concerns that the non-provision of a WCH link at Chiverton Cross Junction will result in the loss of business.</p> <p>Suggestion raised that adequate access for walking, cycling and horse riding should be included within the scheme.</p> | <p>Highways England is providing a WCH link between the B3277 and A390. The link is proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> | Y  |
|                              | Mitigation: Although 21 multi-species crossings are supported by The Railway Inn, a single WCH crossing at Chiverton junction is requested to allow pedestrian access.  | In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.  | Y  |
|                              | Existing A30: Suggestion that increased day trip visitors could be attracted to St Agnes from Shortlanesend if the existing A30 was more friendly for WCH usage.  | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to walking, cycling and horse riding. The speed limit on the existing A30 would remain up to 60mph, however  | N/A  |



| Organisation                 | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|                              |  | <p>the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the existing A30 significantly less congested, with the potential for a substantial improvement in severance along the existing A30.</p> <p>Highways England is working with Cornwall Council to establish the design of the existing A30 once it is downgraded. This may include the reduction in speed limits, however discussions are ongoing. Cyclists would be prohibited from the new A30.</p>  |  |
| Wheal Velocity Cycle Academy | <p>Section A, Chiverton Roundabout: Concerns raised that academy cyclists will need to navigate an additional 1.2km of road that connects A30 Chiverton junction to the A390.</p> <ul style="list-style-type: none"> <li>- Wheal Velocity Cycle Academy suggest that a dedicated cycle route, located away from the Chiverton Cross Junction, is required on the route of the B3277 to A390 to cross the A30.</li> <li>- Suggestion that cycle routes along the A390 entering Truro should be improved as part of the scheme.</li> <li>- Suggestion that a cycle highway should be created under the provision of Designated Funds connecting St Agnes and Truro.</li> </ul> | <p>In response to this feedback Highways England has revised the location of the WCH link between the B3277 and A390. The link is now proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> <p>Highways England has considered providing a WCH link on the line of the existing Chiverton Roundabout. A link at this location would have landscape and visual impacts on the World Heritage Site to the south of the new A30. In addition, surveys of usage of the existing crossing at Chiverton by WCH have also shown that there is very little demand for it in this location. Given these issues and the cost of providing a new bridge in</p> | Y  |

| Organisation     | Matters raised in response to consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|                  |  | <p>this location, Highways England cannot justify including the in this location as part of the DCO. The underpass proposed has been incorporated into the scheme without any significant environmental impacts, with minimal cost and in recognition of the perceived “suppressed demand” highlighted in feedback to the statutory consultation.</p>   |  |
|                  | <p>Existing A30: Wheal Velocity Cycle Academy request that the existing A30 should be downgraded after the construction of the new A30 and retrofitted to included WCH infrastructure.</p>                     | <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to walking, cycling and horse riding. The speed limit on the existing A30 would remain up to 60mph, however the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the existing A30 significantly less congested, with the potential for a substantial improvement in severance along the existing A30.</p> <p>Highways England is working with Cornwall Council to establish the design of the existing A30 once it is downgraded. This may include the reduction in speed limits, however, discussions are ongoing. Cyclists would be prohibited from the new A30 for safety reasons.</p> | N/A  |
| St Agnes Surgery | <p>Section A, Chiverton Roundabout: St Agnes Surgery suggests that a WCH connection across the A30 at Chiverton junction is required to maintain commuter links and improve physical and mental wellbeing.</p> | <p>Highways England is proposing a WCH link between the B3277 and A390. The link is proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to</p>   | Y  |

| Organisation         | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|                      |  | navigate around Chiverton Roundabout without travelling on the main carriageway.   |  |
|                      | Mitigation: St. Agnes Surgery requests increased wildlife crossings points throughout the length of the scheme.  | <p>Ecological surveys were carried out to obtain a comprehensive baseline understanding of species along this route.</p> <p>The 33 multi-species crossings proposed would adequately serve the wildlife and would mitigate the impact of the scheme.</p> <p>The ecological assessment carried out for the scheme is detailed in Chapter 8 - of the Environmental Statement (Volume 6, Document Reference 6.2).</p>   | N  |
| Sustainable St Agnes | Section A, Chiverton Roundabout: Sustainable St Agnes would like a WCH crossing provided across the A30, west of Chiverton Cross, to ensure safe commuting, reduced congestion and bypassing the additional 1.5km route required to access the A390. | <p>Highways England is proposing a WCH link between the B3277 and A390. The link is proposed to be via an underpass under the A30 located approximately 600 metres to the west of the new Chiverton Cross Roundabout. This would halve the distance WCH would need to travel to access the B3277/A390 from that proposed at statutory consultation.</p> <p>In addition, off-carriageway WCH connections around the new Chiverton Cross Roundabout will also be provided between the B3277 and the A3075; and between the A390 and the existing A30. These changes mean that WCH users will be able to navigate around Chiverton Roundabout without travelling on the main carriageway.</p> | Y  |
|                      | Existing A30: It is suggested by Sustainable St Agnes that a cycle path, similar to Goss Moor, would be adequate along the existing A30.   | As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to walking, cycling and horse riding. The speed limit on the existing A30 would remain up to 60mph, however the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the  | N/A  |

| Organisation          | Matters raised in response to consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N or N/A) |
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|                       |  | <p>existing A30 significantly less congested, with the potential for a substantial improvement in severance along the existing A30.</p> <p>Highways England is working with Cornwall Council to establish the design of the existing A30 once it is downgraded. This may include the reduction in speed limits, however discussions are ongoing.</p>   |  |
| Richard Lander School | <p>Section A, Section C and Construction: Richard Lander School are concerned that construction impacts from the proposed A30 will negatively impact the student's ability to get to school, particularly during exam periods (May to June).</p> <p>Richard Lander School request that prior communication is undertaken between Highways England and the school to discuss the planning phase to ensure the appropriate formulation of a traffic management for the school.</p> | <p>As set out in Chapter 12 - People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) and the Public Rights of Way Management Plan (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex P) the construction phase of the scheme is anticipated to lead to a variety of effects on the local walking, cycling and horse riding network. In all cases, realignment or diversion of these local routes is proposed, utilising new side roads, bridges and junctions where possible, to maintain access for users. Overall, during construction there is likely to be a short-term and slight adverse effect, which would be insignificant. The draft Traffic Management Plan would detail how local routes will be managed during construction (Volume 6, Document Reference 6.4 Appendix 2.1).</p> | N/A  |
| Aprica Ltd            | Section A, Chiverton Roundabout: Aprica Ltd support Section A of the scheme due to the reduction of traffic congestion at Chiverton junction.  | The support for this element of the scheme and the recognition of its benefits with regard to congestion is noted.   | N/A  |
|                       | Existing A30: Aprica Ltd would like the existing A30 to be downgraded to ensure the road is conducive of leisure uses such as; walking; running; cycling; and equestrian.  | As set out in Chapter 12- People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), with the scheme in place, the existing A30 would be much more attractive to walking, cycling and horse riding. The speed limit on the existing A30 would remain up to 60mph, however the traffic model forecasts that the majority of traffic along the existing A30 would transfer onto the new route, making the   | N/A  |

| Organisation | Matters raised in response to consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N or N/A) |
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|              |   | <p>existing A30 significantly less congested, with the potential for a substantial improvement in severance along the existing A30.</p> <p>Highways England is working with Cornwall Council to establish the design of the existing A30 once it is downgraded. This may include the reduction in speed limits, however discussions are ongoing. Cyclists would be prohibited from the new A30.</p> |  |
|              | <p>Additional Comments: Support for the scheme due to reduced and consistent travel times on the A30, as well as improved safety.</p> | <p>The support for this element of the scheme and the recognition of its benefits with regard to improved reliability, reduced journey time and improved safety is noted.</p>   | N/A  |

## 8.7 Additional targeted consultation: matters raised by section 42(1)(d) Persons with an Interest in the Land and Highways England Response

- 8.7.1 **Table 8-13** provides a summary of matters raised in response to targeted, additional statutory consultation carried out with Persons with an Interest in the Land (PILs) identified under section 42(1)(d) of the Act. Details of the additional, targeted consultation carried out by Highways England following the main statutory consultation are provided in **section 6.7** of this report.
- 8.7.2 For each matter raised, the regard had by Highways England to this matter is outlined in accordance with section 49 of the Planning Act 2008. It is identified if the matter raised resulted in a design change, did not result in a design change or was not relevant to a design change.

**Table 8-13 Summary of responses and regard had to responses: targeted consultation**

| Consultee | Matter raised in response to consultation   | Regard had to response under Section 49 of the Act  | Matter raised relevant to a design change? Y/N or N/A |
|-----------|---|---|---|
| PIL ID 3  | <b>Principle of Development:</b> PIL ID3 supports the new arrangements in relation to their land. The rationale for the amended plot boundary and not acquiring the land is understood by PIL ID 3. | Highways England notes PIL ID 3's support and understanding around the amended plot boundary and the non-acquisition of land.   | N/A   |
|           | <b>Deer-proof fencing:</b> PIL ID3 suggests that Highways England should install deer-proof fencing on land adjacent to the proposed slip roads of the A30.   | A Cornish hedgerow with vegetation will run along the realigned existing A30 at these locations, which would be sufficient to ensure deer cannot access the road.<br><br>Otter fencing (suitable to exclude deer) is also provided 100 metres either side of crossing points to safely guide mammals to and from the crossing points. There are nine crossing points suitable for deer throughout the scheme.<br><br>Highways Standards badger and otter fencing, as recommended in the Design Manual for Roads and Bridges (DRMB), is provided throughout the scheme on both sides of the route. | Y   |

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| PIL ID 6 | <b>Relocation of attenuation pond:</b> PIL ID6 supports the decision to relocate the attenuation pond due to reduced nuisance.   | Highways England notes PIL ID 6's support for the relocation of the attenuation pond 14 as shown on the Works Plans (Volume 2, Document Reference 2.4).   | N/A |
|          | <b>Reduced bridge height:</b> PIL ID6 supports the reduction in clearance of the adjacent road bridge by 300mm. Suggestions were raised that further reductions in carriageway heights should be achieved to ensure the road is less intrusive to occupants of Pennycomequick, Pennycomequick Barn, Honeycombe Farm, Honeycombe Caravan and Honeycombe Barn. A justification is sought for the reasons preventing this from being implemented. | Highways England has examined the feasibility of lowering the highway and bridge further in accordance with PIL ID 6's request. It has been determined that this would not be feasible due to the water table level, as development would result in an increased flood risk and water contamination.  | N   |
|          | <b>Reduction of land acquisition:</b> PIL ID 6 welcomes the reduction in land acquisition as a result of the re-routed lane which adjoins the existing A30.  | Highways England notes PIL ID 6's support for the reduction of land acquisition.  | N/A |
|          | <b>Land acquisition:</b> PIL ID6 welcomes the acquisition of the old lane which fronts the eastern side of their property. PIL ID6 seeks further comments relating to their proposal for Highways England to temporarily acquire land to the east of their property.   | Highways England notes PIL ID 6's support for the proposed land take. Highways England has changed arrangements for the land surrounding the property, and as such, this land will only be temporarily acquired and returned to the landowner following the construction of the scheme.   | N/A |
|          | <b>Landscaping of the new lane:</b> PIL ID6 raises concerns about the amount of land that Highways England proposes to acquire along the proposed new lane.<br><br>The respondent suggests that landscaping along the verge of the lane could be achieved with 9m-13m of wildflowers instead of reinstating the existing stone/earth hedge.  | The proposed new lane has departed from side roads standards, in agreement with Cornwall Council, in order to reduce its width as far as possible and retain its rural character. Where verges are required, they will be planted with wild flowers. Cornish hedges are proposed for this area.<br><br>Due to lack of visibility and sightline requirements, the existing boundary cannot be reinstated as it would be unacceptably unsafe. | N   |
|          | <b>Non-compliance with DMRB:</b> PIL ID 6 cites 'Appendix A – HS2 Rural Road Design Criteria – A3 Guiding Principles' of the DMRB, which states that single track roads "should be designed to minimise,   | The proposed new A30 has been designed in accordance with the standards set out in the DMRB. The document referred to within the matter raised, 'HS2 Rural Road Design Criteria – A3 Guiding Principles', relates to a  | N/A |

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|  | <p>as far as reasonably practicable, future maintenance requirements”.</p> <p>PIL ID6 believes that current proposals do little to minimise future maintenance requirements or enhance local distinctiveness.</p>  | <p>different type of scheme and therefore is not relevant this DCO application.</p> <p>Where feasible and viable, Highways England has sought to enhance local distinctiveness, as demonstrated by the proposed construction of 12 kilometres of Cornish hedgerows despite only a 2 kilometre loss, meaning 10 kilometres of Cornish hedgerows will have been added to the local environment through this scheme.</p> <p>The provision of Cornish hedgerows is outlined in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p> |     |
|  | <p><b>Delegation of maintenance to Cornwall Council:</b> PIL ID6 raises concern that the maintenance of the proposed wildflower meadow would be delegated to Cornwall Council, whom they perceive to be financially incapable of achieving adequate maintenance.</p>   | <p>The maintenance and responsibility of the existing A30, local road network and verges will be transferred to Cornwall Council.</p> <p>Cornwall Council has a statutory requirement to maintain the road, including its verges, to the required standard.</p>   | N/A |
|  | <p><b>Accordance with Cornwall Rural Highways Best Practice Section 4.9:</b> PIL ID6 states that Highways England should attribute greater attention to Section 4.9 of Cornwall Rural Highways Best Practice design guides. Paragraphs 4.9.1 and 4.9.3 are cited for specific focus on Cornish hedgerows and roadside boundaries.</p> <p>PIL ID6 suggests that where Cornish hedgerows line the rural roads, a like-for-like replacement should be achieved for aesthetic, biodiversity and traffic calming reasons.</p> | <p>Highways England proposes to implement 12 kilometres of Cornish hedgerows within the proximity of the scheme, whilst removing only 2 kilometres. A replacement ratio of 6:1 demonstrates Highways England’s responsibility and commitment to reinforce local distinctiveness and go above and beyond simply reinstating lost hedgerows on a like-for-like basis.</p> <p>Further guidance to the implementation of Cornish hedgerows is outlined in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p>                      | N/A |
|  | <p><b>Bridge design:</b> PIL ID6 raises concerns that stakeholders have been unable to view design plans, thus undermining the consultation/design input. The respondent suggests that the bridge design should be faced in stone and should blend into the</p>  | <p>Highways England has designed the proposed scheme and associated crossings in accordance with the standards of the DMRB.</p>   | N   |



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|  | <p>surrounding environment, rather than exhibiting 'brutal design' principles.</p> <p>PIL ID6 sites section 2.13 of the DMRB and requests that the rural surroundings of the proposed bridge are respected in the design.</p>   | <p>While it is noted that stone facing of bridge bases would be more aesthetically pleasing, an assessment of the design has concluded that the additional expenditure is not appropriate or necessary. Consequently, the bridge will not include stone facing.</p>  |     |
|  | <p><b>Noise impact on Pennycomequick:</b> Concern is raised by PIL ID6 that noise from the scheme's bridge of the new A30 over Pennycomequick would adversely impact Pennycomequick due to a "blast" of noise, especially if the design is inadequate.</p>  | <p>Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) indicates a temporary significant impact during the construction phase of the scheme. This is due to the proximity of dwellings to anticipated construction works.</p> <p>It is predicted that the property will experience a decrease in noise from current levels of more than 10 decibels. This is a significant benefit. It is not expected that the property would experience a blast effect from the position of the bridge.</p> | N/A |
|  | <p><b>Installation of stone hedges:</b> PIL ID6 expresses strong disappointment that Highways England are currently attempting to reduce expenditure at the expense of residents by not including Cornish hedgerows in this location. Concerns is raised that the benefits of the scheme would disproportionately benefit users of the proposed A30, whilst neglecting residents.</p> | <p>Highways England have proposed to implement 12 kilometres of Cornish hedgerows along the scheme, whilst removing only 2 kilometres. A replacement ratio of 6:1 demonstrates Highways England's responsibility and commitment to reinforce local distinctiveness and go above and beyond simply reinstating lost hedgerows.</p> <p>Further guidance to the implementation of Cornish hedgerows is outlined in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p>                                 | N/A |
|  | <p><b>Landscaping:</b> Concern is raised that further information regarding proposed landscaping has not been made public prior to submission.</p>  | <p>Further details regarding proposed landscaping is outlined in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p>  | N   |
|  | <p><b>Impact on quality of life at Pennycomequick:</b> PIL ID6 raises concern that the road located south-east of their property is not confined to a 250 metre</p>   | <p>The full proposals were made available at statutory consultation and have been available at meetings with the landowner.</p>  | N/A |

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|  | <p>stretch, which is all that has been made available to the landowner.</p> <p>Concern is raised that Highways England is unwilling to consider the wider impacts of the road on Pennycomequick, adversely impacting residents' quality of life.</p>  | <p>As outlined in Chapter 12 – People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2), a slight adverse impact on personal amenity as a result of the scheme is anticipated. Significant landscape screening situated to the south of the A30 would be implemented, mitigating impacts on visual amenity of residential dwellings within proximity of the proposed scheme. Further detail regarding landscape mitigation is outlined in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p> |     |
|  | <p><b>Inadequacy of consultation:</b> Concern is raised by PIL ID6 that numerous promises have been broken by Highways England and information has been withheld from stakeholders.</p>   | <p>It is noted that the landowner feels that communication has not been satisfactory. Highways England has taken all comments received during consultation and engagement into account.</p> <p>A summary of meetings held with landowners from Preferred Route Announcement (PRA) to submission of the application is provided in the Statement of Reasons (Volume 4, Document Reference 4.1). Information has been presented to the landowner as it has become available.</p>   | N/A |
|  | <p><b>Noise impact data:</b> PIL ID6 states that noise impact data was not made available for public viewing, and requests a direct link to this data via email.</p>  | <p>Highways England notes PIL ID6's difficulty in accessing noise data, and has provided a direct link.</p>  | N/A |
|  | <p><b>Inadequate noise impact data:</b> PIL ID6 states that communication at normal audible levels was not achievable 200 metres from the Mitchell Flyover. It is therefore suggested that a predicted increase of 3-5 decibels as a result of the scheme is incorrect and data used is insufficient.</p> | <p>The Environmental Impact Assessment (EIA) will be undertaken in accordance with DMRB, HD213/11, which covers the various aspects of construction and operation of a highways scheme. Specifically, the assessment will cover daytime and night-time periods using Calculation of Road Traffic Noise (CRTN) prediction modelling for the scheme operation. The established methodology for CRTN is to use the Annual Average Weekday Traffic (AAWT) flows over an 18-hour daytime period as an input to the noise model.</p>   | N/A |

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|  |  | <p>The characteristics of the existing environment are outlined in Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2). The assessment will be informed by an environmental sound level survey, which will be presented within the Environmental Statement. It is important to note that whilst a measurement survey was undertaken at various locations along the route of the proposed new A30, as well as along the existing A30 corridor, it is not used to ‘calibrate’ the noise prediction model. The reason for this is explained in more detail below:</p> <p>DMRB HA 213/08 recommends that road traffic noise is calculated under the prediction method described in CRTN. The preferred method for determining noise levels from road traffic is by prediction rather than by measurement (CRTN, paragraph 3). There are several reasons why the prediction method is preferred. In particular, noise levels, although generally dominated by traffic noise, can be affected by non-traffic sources. Unless the extraneous noise from other sources is edited, the results may lead to an overestimation of traffic noise levels. However, there are occasions when it is necessary to resort to measurements (CRTN, paragraph 38).</p> <p>Paragraph 38 of CRTN states:<br/>When to measure</p> <ul style="list-style-type: none"><li>(i) traffic conditions fall outside the range of validity of the Charts;</li><li>(ii) traffic or site layout conditions are sufficiently complex or unusual to make the use of standard traffic data unreasonable;</li><li>(iii) measurement provides a more economic method of determining the particular level of traffic noise.</li></ul> |  |
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|  |  | <p>However, the highway authority shall use the prediction method unless, in their opinion, it is inappropriate to the circumstance of the case.</p> <p>This paragraph indicates that the prediction method should be used in all situations, unless the traffic data is in some way unreliable or outside of the range of validity for CRTN. Traffic data for the scheme is within the range of validity for CRTN, and there is no reason to suggest that it is in any way unreliable.</p> <p>Although prediction is the preferred approach to determine the baseline noise levels before scheme opening, a baseline noise survey is still recommended. HA 213/11 paragraph A7.1 notes that: “A noise survey can assist with the understanding of the existing noise level and in explaining the noise climate of a particular area”.</p> <p>The baseline noise survey provides data on noise climates at a sample of locations to supplement the traffic noise predictions and to provide baseline data for the construction noise assessment. The survey is also considered important to determine if any parts of the study area are dominated by noise from sources other than traffic noise, in which case the prediction results would not accurately reflect noise levels in that area.</p> <p>However, HA 213/11 paragraph A7.16 explains that the measured baseline noise results may differ from the predicted results to some degree for a range of reasons, e.g. the presence of other short-term noise sources or due to meteorological conditions.</p> <p>“During the assessment process, measurements should not routinely be compared with calculations for the purpose of predicting changes in noise level. There is currently no methodology available to take account of the</p> |  |
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|  |   | <p>potential errors associated with comparing measurements with calculations, especially when the receptor is some distance from the noise source.”</p> <p>As noted, the predictive method is based on annual average traffic flows. Measured traffic noise levels are more prone to short term variability in traffic which could give short term measured noise greater or less than the predictive method based on more typical long term AAWT data.</p> |     |
|  | <p><b>Site access issues:</b> PIL ID6 believes that the request to undertake bat surveys within dwellings is unreasonable. Furthermore, they deem that refusal of access is disingenuous.</p>   | <p>It is acknowledged and appreciated that Highways England have been granted access for bat surveys in 2017.</p> <p>Highways England noted PIL ID6’s concern regarding allowing access to the dwelling for the undertaking of bat surveys in 2018 as well. In response to the concerns, Highways England have not carried out the surveys for a second time.</p>   | N/A |
|  | <p><b>Double glazing:</b> PIL ID6 raised concerns that double glazing should be considered as a mitigation measure rather than a compensatory issue. It is considered that pollutants such as dirt and dust during the two-year construction period would necessitate the installation of double glazing.</p> | <p>Payment for double glazing windows could be provided subject to ongoing landowner negotiations in line with the relevant compensation code and discussions with the District Valuer.</p>   | N   |

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| <p>PIL ID 56 &amp; 57</p> | <p><b>Noise mitigation:</b> PIL ID56 &amp; 57 request detailed specification for the acoustic fence around Chainage 6+700.000 and 7+4000.000.</p> <p>Concern is expressed that the respondent's previous comments regarding noise estimates in the Environmental Assessment have not been responded to.</p> <p>Additional analysis to ensure noise levels are not negatively affected is requested. Concern is expressed that the base noise levels may be inaccurate, affecting the credibility of further estimates.</p>   | <p>As set out in Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2), an acoustic barrier will be installed at Chainage 6+840.000 to 7+520.000. Furthermore, 1.2 metre Cornish hedgerows would be retained in conjunction with the proposed acoustic fence, mitigating noise impacts upon NFH.</p> <p>As requested, copies of the detailed landscape plans will be provided to PIL ID56 &amp; 57 outlining the detailed designs.</p> <p>Consideration of the accuracy of the noise model is given in response to PIL ID56 &amp; 57 in Table 8-2 in this report.</p>                            | <p>N</p> |
|                           | <p>PIL IDs 56 and 57 state that noise mapping provided shows acoustic fencing running up the embankment of the southern side of the bridge. It is noted that an alternative option, that the fence running into the side of the bridge and below the embankment, was discussed at a meeting.</p> <p>It is requested that a noise map of these potential design changes is produced and provided. It is also noted that the higher performing option would be preferred. It is also proposed that this acoustic fence should be extended at 7+6000.000 to reduce the land lost, where three fields meet, and access to an ancient stone hedge would be lost to accommodate a new stone hedge.</p> <p>It is stated that this proposal would also prevent the loss of mature trees, as indicated on the land map provided with the response to consultation. The extension of the acoustic fence both east and west</p> | <p>Highways England concludes that the requested acoustic fence with stock proof fencing at 7+6000.000 is not necessary due to the provision of a 3-metre timber board fence, as outlined in Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2).</p> <p>From the end of the timber noise attenuation fence at Chainage 7+4000.000, woodland landscaping, mammal fencing, and a Cornish hedgerow are proposed to mitigate the noise and visual impacts of the road in this location. The boundary treatment would not encroach on to the meeting boundaries of the three adjoining fields.</p> |          |

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|  | <p>to maximise noise mitigation and minimise land loss would be the respondent's preference.</p> <p>It is proposed that any acoustic fences should be accompanied on the southern side by native hedging and stock fencing.</p>   |  |     |
|  | <p><b>Access track:</b> PIL ID56 and ID57 propose that the design of the access track to the west of NFH onto Killivose Lane could be changed to reduce land loss within a very significant field, as indicated on submitted land plan included in response email. It is also stated that the turning circle for the access should be reconsidered for very large farm vehicles.</p>  | <p>Highways England has revised the design of the access track to improve access and manoeuvrability for agricultural vehicles.</p>  | Y   |
|  | <p><b>Tree planting and landscaping:</b> PIL ID56 and ID57 state that the NFH should be involved in the planting scheme in and around the area of the farmhouse and Killivose Lane to maximise available land and ensure landscaping is appropriate.</p>  | <p>Further consultation with PIL ID56 and 57 will be requested during detailed design regarding the planting and landscape mitigation around Killivose Lane and NFH.</p> <p>Further information regarding proposed landscaping and mitigation can be found in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p>   | N/A |
|  | <p><b>Access to Jose's meadow field and mature trees:</b> PIL ID56 and 57 propose that a retaining wall (highlighted in yellow on provided land map) should be provided to reduce the footprint of the green bridge ramp. It is stated that this would enable access to the field to the east of the green bridge, and would also enable mature trees to be retained. It is stated that the current plan does not retain any mature trees within the area, and concern is expressed that this negatively affects the usage of the green bridge by bats.</p> | <p>The significant cost of implementing a retaining wall would challenge the viability of providing an access for farm vehicles. Additionally, the earthwork slope would have to be steepened, making planting impossible and, therefore, negatively impacting the effectiveness of the green corridor. A retaining wall will therefore not be provided as mitigation measure to the scheme.</p> <p>Further information regarding impacts on ecology and bat populations is outlined in Chapter 8 – Ecology of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N   |

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|  | <p><b>Strategic field loss:</b> PIL ID56 &amp; ID57 state that the scheme removes land surrounding their barns and farmyard. It is anticipated that a new shed with associated water and electricity would need to be constructed on the farm to operate both during construction of the scheme and following completion. It is stated that the relocation of water and electricity services would need to be supplied and should be included in the mitigation plan.</p> <p>It is requested that any land to be acquired by Highways England should be made available as soon as possible to mitigate damage to farm enterprises during construction and to reduce the scale and cost of the alternative shed and yard required.</p> | <p>Highways England will retain all existing services and utilities located on land owned by PIL ID56 and ID57. It has therefore been determined that existing services would not be included within a mitigation plan.</p> <p>The release of available land would be subject to ongoing negotiations with PIL ID56 and ID57. Some land has been changed to temporary acquisition in response to this consultation.</p>   | N |
|  | <p><b>Time scale of development:</b> PIL ID56 &amp; ID57 state that a slight delay in works, for example between September 2020 and March 2022 rather than between June 2020 and December 2021, would avoid peak season 2020, and would therefore reduce the loss of revenue and resulting compensation claim by £400,000-£500,000.</p>   | <p>The construction programme is not finalised, but additional groundworks required to accommodate a lower road alignment are likely to be carried out during the summer months. Further details outlining the environmental impacts of construction are detailed in the Outline Construction Environmental Management Plan (CEMP) (Volume 6, Document Reference 6.4, Appendix 16.1)</p> <p>The control of noise and vibration, using Best Practical Means (BPM), is incorporated within the Outline CEMP (Volume 6, Document Reference, 6.4, Appendix 16.1). This would include the selection of quiet equipment, a review of programme and methodology to consider quieter methods, the appropriate onsite location of equipment, the control of working hours and the provision of acoustic enclosure screening where possible. If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing. Chapter 12 – People and Communities of the Environmental Statement (Volume 6,</p> | N |



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|  |  | Document Reference 6.2) considers impacts on land and property.   |     |
|  | <p><b>Loss of business:</b> PIL ID56 &amp; ID57 have concerns about the loss of business during works and longer term reputational loss.</p> <p>It is stated that over 50 enquiries for 2020 have been postponed until more detail is available. It is stated that a confirmation of work dates would allow bookings to be made and would therefore reduce the compensation claim.</p> <p>It is stated that direct losses, as a result of the scheme, are likely to be significant. It is requested that a meeting between the stakeholder's land agent, the District Valuer and Highways England is arranged as soon as possible.</p> | <p>Losses incurred as a result of the scheme would qualify for compensation in accordance the Compensation Code and subject to negotiation with the District Valuer.</p> <p>Further information regarding the construction programme will be provided as soon as it is available.</p>   | N/A |
|  | <p><b>Removal of mature trees:</b> PIL ID 56 &amp; ID57 request that trees planted, following the introduction of the Zelah Bypass, should be relocated where possible to avoid costly replacement.</p>  | <p>Highways England has examined the feasibility and cost of relocating the trees planted, following the construction of the Zelah Bypass. Highways England has concluded that the cost of relocating trees is too high and would not constitute a viable action. Landscape mitigation, in the form of additional tree planting, is therefore the most viable option, and is outlined in Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2).</p> | N   |
|  | <p><b>Removal of screening:</b> PIL ID56 &amp; 57 express concern that the scheme involves removal of mature trees to the west of the green bridge that provides screening of the existing A30.</p> <p>It is proposed that new screening for their property and Marazanvose should be provided as part of the design. It is requested that this screening is a six-foot Cornish hedgerow, positioned on a 0.7 metre bund, running alongside the existing A30, with</p>   | <p>Chapter 7 – Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) outlines all construction and operational mitigation measures regarding landscape.</p> <p>The implementation of a six-foot Cornish hedgerow upon on a 0.7 metre bund along the existing A30 would not be feasible to construct. A temporary construction barrier to mitigate landscape impacts will be provided during the construction phase.</p>   | N   |

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|           | planting on the southern side. It is requested that this barrier is constructed before works on the scheme begin to ensure the best possible protection for the residents of Marazanvose.   | Existing hedgerows will be retained where possible between the new and existing A30 at Marazanvose, and new native species hedges provided where this is not possible.   |     |
|           | <b>Additional works and services:</b> PIL ID56 and ID57 state that telephone, electricity, gas and internet utilities in the area will be affected by the scheme. It is proposed that a plan should be made to improve existing services where possible; for example, a new electrical transformer at Marazanvose, new water meters, and faster broadband. It is stated that these improvements would contribute to the delivery of the objectives of the scheme. | Highways England notes the presence of utilities upon land owned by PIL ID56 & ID57. Highways England is working with statutory undertakers to ensure the appropriate diversions are put in place for utilities.<br><br>The status of the service is a matter for the utility providers.   | N/A |
| PIL ID 74 | <b>Embankment height:</b> PIL ID74 seeks confirmation that the embankment located to the south west of the bridge would remain the same height.   | Highways England can confirm that the proposed embankment would remain the same height.  | N/A |
|           | <b>Relocation of soakaways:</b> PIL ID74 states that the enlargement of the embankment northwards, at Zelah Lane Farm, would necessitate the relocation of soakaways for Zelah Lane Farm that are currently located at the base of the ramp embankment.   | It is not considered necessary to relocate the soakaways referred to.  | N   |
|           | <b>Additional works:</b> PIL ID74 states that the culvert serving as a drainage pipeline for the land above Zelah Lane Farm and the existing A30 embankment overflows during periods of heavy rain. PIL ID74 requests that this issue is addressed whilst works are being carried out in the area.  | As stated in Chapter 13 – Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2), drainage mitigation is designed to withstand severe weather conditions. Highways England concludes that the scheme would have a neutral impact on flood risk; therefore, alterations to the culvert on PIL ID74's land would not be undertaken. | N   |
|           | <b>Noise pollution:</b> PIL ID74 raises concern that the additional local road and traffic may increase the noise pollution. It is stated that any additional mitigation methods put in place would be welcome, and it is also stated that the height of the embankment is important to mitigate this noise pollution.  | Noise in this area is not expected to change perceptibly from current levels; please see Figure 11.3 of Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.3).  | N/A |

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|           | <b>Tree planting:</b> PIL ID74 states that conifers were planted during a previous road improvement scheme, as a temporary measure to protect young trees. The respondent states that these conifers have not been removed and are now of considerable size; it is suggested that these could now be removed. | Construction of the scheme would not require the removal of the conifers referred to by PIL ID74. Further information regarding trees and hedgerows is outlined in the Trees and Hedgerows to be Removed or Managed Plans (Volume 2, Document Reference 2.13).   | N   |
|           | <b>Ramp design:</b> PIL ID74 states that as the proposed ramp close to Zelah Lane Farm is now longer, the gradient could begin further in the lane, leading to improved levels across Tolgrogan Bungalow's drive, the field gate and Zelah Lane Farm.   | The proposed A30 and associated crossing have been designed in accordance with standards set out in the DMRB. The suggested minor alterations to the gradient and location of the ramp may be considered further against the requirements of the DMRB during the construction of the scheme.   | N/A |
|           | <b>Drainage:</b> PIL ID74 asks where water run-off flowing down the ramp close to Zelah Lane Farm drains to. A detailed proposal for this is requested.   | Proposed designs at Zelah Lane Farm will not make the existing surface water run-off or drainage conditions of the surrounding land any better or worse; further detailed proposals will not be provided.<br>Further information regarding drainage is outlined in Chapter 13 – Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2). | N   |
|           | <b>Additional drawings:</b> PIL ID74 requests that a set of detailed drawings of the entire scheme is provided to the parish council to provide information for the community.  | Highways England note PIL ID74's request for a further set of detailed plans to the parish council.  | N/A |
| PIL ID 86 | <b>Land Acquisition:</b> PIL ID86 proposes that Highways England exchanges land proposed for acquisition with a parcel of land located to the south west corner of plot 246/1, as indicated on submitted land plans.  | Highways England will consider the exchange of land proposed for development for the south west corner of plot 246/1, in negotiations with the District Valuer.  | N/A |
|           | <b>Reinstatement of Historic Gateway to plot 246/1:</b> PIL ID86 urges Highways England to reinstate historic gated access to plot 246/1, which was lost in 2009. Confirmation is requested that the stone wall and historic gated access will be reinstated and legal  | Detailed plans of the reinstated gated access to plot 246/1 would not form part of the scheme as this is outside of the designated area. The historic access is not impacted by the scheme. This includes the re-provision of legal rights to access Vicarage Lane (BOAT 31/1/1).  | N   |

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|            | boundaries will be enforced as far as Vicarage Lane, as indicated on submitted land plans.   |   |     |
| PIL ID 100 | <b>Land acquisition Plot 999/3:</b> PIL ID100 notes that intended acquisition of the south-eastern corner of plot 999/3 to provide a splay to enable HGV access. The land agent, working on behalf of PIL ID100, indicates that although the landowner is reluctant to part with any land, if reassurances were made by Highways England that the south-eastern corner of plot 999/3 was the only land to be acquired, the landowner may be willing to negotiate in advance of the scheme. | Highways England notes PIL ID100's willingness to negotiate. As such, negotiations with the landowner are currently ongoing.  | N/A |
| PIL ID 113 | <b>Land Acquisition:</b> PIL ID113 states that they hold no issue regarding the acquisition of land to the south of Chiverton junction, on the assumption that the acquired land will be used for landscaping purposes.  | Highways England notes PIL ID113's support for the acquisition of land south of Chiverton junction and can confirm it would be acquired for landscaping purposes.   | N/A |
|            | <b>Double gateway installation:</b> PIL ID113 requests that a double-gated splayed entrance is installed to the south of Chiverton junction along the A390, as indicated on submitted land plans.  | The provision of a double-gated splayed entrance from the A390 onto land owned by PIL ID 113 can be provided upon boundaries not demarcated by a Cornish hedgerow.<br><br>Gateways for farm vehicles are noted on the accommodation works plans and the detail will be developed during construction of the scheme. | Y   |
|            | <b>Retention of land fronting Roscarnick Farm, south of Chiverton junction:</b> PIL ID113 wishes to retain land west of Roscarnick Farm entrance for potential construction of a small paddock.  | Highways England notes PIL ID 113's request to retain land situated to the west of Roscarnick Farm entrance is able to accommodate temporary possession, in accordance with the landowner's requirements.   | N/A |
|            | <b>Presence of underground electricity cables:</b> PIL ID113 notes that underground electricity cables are present within the vicinity of their land.  | Highways England has noted the presence of all utilities, including electricity cables, within the vicinity of PIL ID 113's land.   | N/A |
|            | <b>Stock proof fencing:</b> Stock-proof fencing is required around retained area of land retained by PIL ID113. It is also noted that the acquired land would require stock proofed fencing, as the retained hedge demarcating the boundary between Highway  | Highways England will provide stock-proof fencing upon retained land and the hedges demarcating the boundary of land owned by PIL ID 113.   | Y   |

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|  | England and PIL ID113's land is currently not stock proof.  |   |     |
|  | <b>Double glazing:</b> PIL ID113 expresses concern that requests for double glazing at Roscarnick Farm have not been confirmed. It is stated that the design of Roscarnick Farm necessitates bespoke windows, and confirmation that this is acknowledged is requested.  | Payment for double glazing windows will be provided, subject to ongoing landowner negotiations, in line with the compensation code and discussions with the District Valuer.  | N/A |
|  | <b>Mitigation:</b> PIL ID113 expresses concern that the proximity of the proposed flyover to Roscarnick Farmhouse would have significant pollution effect.<br><br>Plans showing the elevation of the flyover, as well as a plan showing mitigation methods being provided to protect the farmhouse from noise, fumes, artificial light and other pollutants is requested. | As stated in Chapter 7 –Landscape, and Chapter 11 – Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2), significant mitigation will be provided at Chiverton junction to prevent adverse impacts on the immediate areas, including Roscarnick Farm. A proposed 1.8 metre Cornish hedgerow (earth filled stone wall) measuring 2190 metres would be provided between Chainage 0+900.000 to 2+100.000 to mitigate noise and light impacts from the raised elevation.<br><br>An updated carbon assessment indicated reduced CO <sup>2</sup> emissions as a result of the scheme. Consequently, Highways England will not be providing further operational mitigation due to the anticipated net reductions in CO <sup>2</sup> , as outlined in the Chapter 5 – Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2). | N/A |
|  | <b>Access:</b> PIL ID113 expresses concern that the plans provided do not include accesses and gateways that were requested in the previous consultation. It is stated that while some plots would not require access, those that do will be imperative to the operation of working farms.  | Highways England has revised the works plans associated with land owned by PIL ID113. Gated access would be provided upon the boundary of the plot, as requested, to ensure ongoing agricultural practices.   | Y   |

## 9 Conclusion

- 9.1.1 Highways England has taken an iterative, staged approach to pre-application consultation and engagement for the A30 Chiverton to Carland Cross (the scheme). The statutory consultation was undertaken in accordance with the Statement of Community Consultation (SoCC) and all relevant statutory requirements as per the Planning Act 2008 (the Act).
- 9.1.2 All representations received, either during the non-statutory or statutory pre-application consultation and engagement stages, were considered by Highways England and taken into account during the development and refinement of the scheme. This Consultation Report shows how feedback received has influenced Highways England's proposal, design and analysis for the scheme. Where changes have or have not been made to the scheme, Highways England has sought to clearly articulate decisions made, and the reasoning behind such decisions, within published project material.
- 9.1.3 Having considered the representations received during each round of consultation, Highways England considers that appropriate information was provided at each stage of the consultation process to enable consultees to respond and that information provided was in accordance with the SoCC and the requirements of the Act, the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), and appropriate best practice.
- 9.1.4 Highways England has undertaken a consultation process which complies with Department for Communities and Local Government (DCLG, now Ministry of Housing, Communities and Local Government) Guidance on the pre-application process (March 2015), as well as relevant advice from the Planning Inspectorate (PINS), namely Advice Note 14 (2012). **Table 9-1** and **Table 9-2** evidence how Highways England has complied with the DCLG guidance and PINS Advice Note 14 respectively.

**Table 9-1 Compliance with DCLG guidance (March 2015) on the pre-application process**

| Paragraph | Requirement   | Evidence of compliance  |
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| 17        | When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.  | <p>The documents produced for statutory consultation clearly identified their status: The status of the consultation booklet is identified on pages 2 and 5. The status of the consultation response form is identified in page 1. These documents are provided in Appendix L of the Consultation Report Appendices (Volume 5, Document Reference 5.2)</p> <p>All letters sent to consultees and the general public to notify them of the public consultation set out their status within the letter. A copy of all letters sent during statutory consultation is provided in Appendix F and Appendix T of the Consultation Report Appendices (Volume 5, Document Reference 5.2)</p>  |
| 18        | Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.  | Highways England engaged early with the local community, local authority and statutory consultees. As detailed in Chapter 3 of this report, Highways England carried out three stages of non-statutory consultation and engagement prior to announcing the preferred route of the scheme, and prior to carrying out statutory pre-application consultation. Section 3.4 of this report details additional engagement undertaken by Highways England outside of non-statutory consultation and engagement, including meetings with local community representatives and walking, cycling and horse riding interest groups. The Environmental Statement (Volume 6, Document Reference 6.2) provides an account of engagement undertaken by Highways England with key stakeholders and consultees during the design of the scheme and its environmental assessment. Engagement and correspondence with landowners is provided in the Statement of Reasons (Volume 4, Document Reference 4.1). |
| 19        | The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the 6 months examination period have been identified, considered, and – as far as possible – that applicants have sought to reach agreement on those issues. | Highways England has conducted a thorough consultation process which has allowed it to identify, consider and, as far as possible, seek to reach agreement on issues likely to arise during the 6-month examination. Non-statutory consultation and engagement, as detailed in Chapter 3 of this report, provided Highways England with the opportunity to identify and consider issues early in the development of the scheme. The statutory consultation reported in Chapters 5 to 9 of this report provided further opportunity for Highways England to identify issues likely to arise, and consideration of these issues by Highways England is evidenced in Chapter 8 of this report. Where appropriate, Highways England has prepared a Statement of Common Ground (SOCG) (Volume 7, Document Reference 7.5) with relevant   |

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|    |  | statutory consultees to demonstrate areas of agreement.  |
| 20 | <p>Experience suggests that, to be of most value, consultation should be:</p> <p>Based on accurate information that gives consultees a clear view of what is proposed including any options;</p> <p>Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and</p> <p>Engaging and accessible in style, encouraging consultees to react and offer their views.</p>   | <p>During the three stages of non-statutory consultation and engagement, and the statutory consultation, Highways England shared information at an early enough stage to allow the proposal to be influenced, while being sufficiently developed to provide some detail on what is being proposed. As detailed in this report, in each stage, Highways England developed a clear scope for what could be influenced by consultees. The first stage of non-statutory consultation and engagement sought feedback on the broad principles of the scheme. The second stage of non-statutory consultation and engagement sought feedback on two alignment options at Marazanvose, as well as the design of the scheme. The third stage of non-statutory consultation and engagement was targeted at local residents to seek further feedback on the alignment options at Marazanvose.</p> <p>The statutory consultation sought feedback on the design of the scheme including the location, purpose and layout of junctions, provision for walkers, cyclists and horse riders, environmental impacts and proposed mitigation.</p> <p>For each consultation, Highways England published a booklet written in an engaging and accessible style, setting out what it was possible to influence at that stage and providing accurate information that gave consultees a clear view of what was proposed, including options where relevant. The booklet encouraged them to respond and offer their views. Reports on the non-statutory consultation and engagement are provided in Appendix A1 and Appendix B1 of the Consultation Report Appendices (Volume 6, Document Reference 6.2). A copy of the documents produced for the statutory consultation, including the consultation booklet, consultation response form and the plans, is provided in Appendix L of the Consultation Report Appendices (Volume 6, Document Reference 6.2).</p> |
| 25 | <p>Consultation should be thorough, effective and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response. Many proposals will require detailed technical input, especially</p> | <p>Highways England has conducted a thorough, effective and proportionate consultation. As detailed in Chapter 6 of this report, the 42 days provided to comment for consultation under section 42, section 47 and section 48 of the Planning Act (the Act) 2008 was greater than the 28 calendar days required to be provided for comments as prescribed by section 45(2) of the Act. Based on Highways England's experience of the sector and developing highways schemes, it considered this period of comment proportionate to the scale and complexity of the scheme.</p> <p>Highways England has also been conscious of the need to be sufficiently flexible to respond to the needs and requirements of consultees. As set out in Chapter 6 of this report, Highways England provided a variety of means to consultees to access the</p>  |



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|    | <p>regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>   | <p>consultation material, including attending an event, looking on the consultation website, going to the public information point or contacting Highways England directly. Alternative forms of the consultation booklet and response form were also available on request, such as Braille, large print or languages other than English. Highways England also provided a variety of means to respond to the statutory consultation, including completing the response form online, completing and returning a hard copy of the response form by Freepost, submitting comments by letter or submitting comments by email.</p>  |
| 26 | <p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage, but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself. Sections 42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the Marine Management Organisation (where appropriate), other statutory bodies, and persons having an interest in the land to be developed. Section 47 in the Planning Act sets out the applicant's statutory duty to consult local communities. In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project.</p> | <p>Highways England has identified and consulted with parties prescribed by sections 42, 43 and 44 of the Act, as well as the local community as prescribed in section 47 of the Act and defined in the Statement of Community Consultation (SoCC) (Consultation Report Appendix D5, Volume 5, Document Reference 5.2). Details of how Highways England consulted in accordance with each of these sections of the Act are set out in Chapter 6 of this report. In addition, Highways England sought the views of a range of groups which were not statutory consultees, but were identified as having potential interest in the scheme. Details of the groups and individuals consulted during statutory consultation are provided in Appendix E, Appendix H and Appendix K of the Consultation Report Appendices (Volume 5, Document Reference 5.2).</p>  |
| 27 | <p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application process. Many statutory consultees are responsible for consent regimes where, under section 120 of the Planning Act, decisions on those consents can be included within the decision on a Development Consent Order. Where an applicant proposes to include non-planning consents within their Development Consent Order, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They</p>   | <p>Statutory consultees such as the Environment Agency, Natural England and Historic England were engaged with early in the development of the scheme. These bodies were included in the non-statutory public consultation set out in Chapter 3 of this report, and continued to be engaged in the period between this and the statutory consultation as set out in Chapter 4 of this report and in relevant chapters of the Environmental Statement (Volume 6, Document Reference 6.2). Relevant statutory bodies were subsequently consulted during statutory consultation under section 42 of the Act as set out in section 6.2 of this report. In addition, Highways England sought the views of a range of groups which were not statutory consultees, but were deemed to have a potential interest. Details of these are set out in Appendix E2 of the Consultation Report Appendices (Volume 5, Document Reference 5.2).</p> |

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|    | <p>should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.</p>  |  |
| 29 | <p>Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.</p> | <p>Highways England sought technical input from relevant expert bodies at every stage of scheme development. This included through the non-statutory consultation and engagement set out in Chapter 3 of this report; through development of the Environmental Impact Assessment as set out in Chapter 4 of this report and in relevant chapters of the Environmental Statement (Volume 6, Document Reference 6.2); and during the statutory consultation set out in Chapters 5 to 9 of this report. SOCG ref.</p>   |
| 38 | <p>The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective</p>  | <p>Highways England engaged early with the host local authority, Cornwall Council, to seek expertise on key issues. As prescribed by section 47 of the Act, Highways England prepared a Statement of Community Consultation (SoCC) which set out how it proposed to consult with the local community. Highways England consulted Cornwall Council on the draft SoCC in accordance with s43(1) of the Act and had regard to their responses, as detailed in Chapter 5 of this report. The draft and published SoCC is provided in Consultation Report Appendix D1 and D5 respectively (Volume 5, Document Reference 5.2).</p> |

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|    | consultation exercise about the proposed project.   |   |
| 41 | Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.  | The regard that Highways England had to responses received from Cornwall Council during consultation on the SoCC is set out in Chapter 5 of this report. No issues were raised which Highways England felt unable to address.   |
| 50 | It is the applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those land interests) is up-to-date at the time of submission.  | Highways England has undertaken diligent inquiry in identifying all land interests and has sought to ensure that the Book of Reference (Volume 4, Document Reference 4.3) remains up to date. Details of the methodology and due diligence undertaken to identify land interests are provided in section 6.2.21 – 6.2.25 of this report and in the Statement of Reasons (Volume 4, Document Reference 4.3).   |
| 54 | In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultation in their area.   | Highways England has adopted an inclusive approach to consultation to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. The Statement of Community Consultation (Consultation Report Appendix D5, Volume 5, Document Reference 5.2) included proposals to support the participation of hard to reach groups in the consultation, and Highways England incorporated local authority (Cornwall Council) feedback on this subject into the published SoCC. Details of the approach taken to the SoCC and the regard Highways England had to the feedback from Cornwall Council is set out in Chapter 5 of this report.  |
| 55 | Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents | For each consultation, Highways England published a booklet written in an engaging and accessible style, setting out what it was possible to influence at that stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to react and offer their views. A copy of the booklet produced for the non-statutory consultation in 2016 is included with Consultation Report Appendix B1 (Volume 5, Document Reference 5.2). A copy of the booklet produced for the statutory consultation is included in Consultation Report Appendix L1 (Volume 5, Document Reference 5.2). Alternative forms of the consultation booklet and response form were also available on request, such as Braille, large print or languages other than English. |

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|    | <p>should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.</p>  |  |
| 57 | <p>The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.</p>  | <p>The published Statement of Community Consultation (SoCC) (Consultation Report Appendix D5, Volume 5, Document Reference 5.2) provided a framework for community consultation, including where details and dates of events would be published. The SoCC was made available on the consultation website, at all exhibitions, and placed at local deposit points as set out in section 6.4 of this report.</p>   |
| 58 | <p>Applicants are required to publicise their proposed application under section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the 2 required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.</p> | <p>Highways England publicised the proposed application under section 48 of the Act by publishing notices in the London Gazette, the Times on Thursday 18 January 2018, and in the Western Morning News and the West Briton on Thursday 18 January and Thursday 25 January 2018. This was the period immediately preceding the beginning of statutory community consultation. These notices are included in Consultation Report Appendix R (Volume 5, Document Reference 5.2).</p> |
| 68 | <p>To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient information on a project to be able to</p>   | <p>During the three stages of non-statutory consultation and engagement, and the statutory consultation, Highways England shared information at an early enough stage to allow the proposal to be influenced, while being sufficiently developed to provide some detail on what is being proposed. As detailed in this report, in each stage, Highways England developed a clear scope</p>   |

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|    | <p>recognise and understand the impacts.</p>  | <p>for what could be influenced by consultees. The first stage of non-statutory consultation and engagement sought feedback on the broad principles of the scheme. The second stage of non-statutory consultation and engagement sought feedback on two alignment options at Marazanvose, as well as the design of the scheme. The third stage of non-statutory consultation and engagement was targeted at local residents to seek further feedback on the alignment options at Marazanvose. The statutory consultation sought feedback on the design of the scheme including the location, purpose and layout of junctions, provision for walkers, cyclists and horse riders, environmental impacts and proposed mitigation.</p> <p>For each consultation, Highways England published a booklet written in an engaging and accessible style, setting out what it was possible to influence at that stage and providing accurate information that gave consultees a clear view of what was proposed, including options where relevant. The booklet encouraged them to react and offer their views. Reports on the non-statutory consultation and engagement are provided in Appendix A1 and Appendix B1 of the Consultation Report Appendices (Volume 6, Document Reference 6.2). A copy of the documents produced for the statutory consultation, including the consultation booklet, consultation response form and the plans, is provided in Appendix L of the Consultation Report Appendices (Volume 6, Document Reference 6.2).</p> |
| 72 | <p>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the applicant is not obliged to take those responses into account.</p> | <p>The 42 days provided to comment for consultation under sections 42, 47 and 48 of the Act was greater than the 28 calendar days required to be provided for comments as prescribed by section 45(2) of the Act. Based on Highways England's experience of the sector and developing highways schemes, it considered this period of comment proportionate to the scale and complexity of the scheme.</p>   |

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| 73 | <p>Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.</p> | <p>Following changes made in response to statutory consultation, Highways England has carried out two additional rounds of public consultation. These have been targeted at Persons with an Interest in the Land (PILs) potentially affected by the changes, as detailed in section 6.7 of this report. The changes have not been to such a large degree that an additional round of public consultation has been required, taking into account the effect on the local community and the level of public interest. However, Highways England deemed it necessary to take a precautionary approach to consulting with PILs whose land interest may be impacted by the changes.</p>                           |
| 77 | <p>Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultations is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.</p>   | <p>Highways England has sought to ensure that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities (Cornwall Council). Prior to both the non-statutory consultation and engagement, and the statutory consultation, Highways England engaged with Cornwall Council to seek their views on whether its proposals for consultation were proportionate and took into account the likely level of local interest. Detail of the regard Highways England had to Cornwall Council comments is provided in Chapter 5 of this report.</p> |
| 84 | <p>A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.</p>   | <p>Details of the regard that Highways England has had to consultation responses is set out in Chapter 8 of this report. Highways England has continued to engage with a number of stakeholders following the close of consultation, particularly where it felt agreeing a Statement of Common Ground (SOCG) was likely to be helpful; SOCGs are provided in Volume 7, Document Reference 7.5)</p>   |

**Table 9-2 Compliance with PINS Advice Note 14: Compiling the Consultation Report (2012)**

| <b>Advice:</b>  | <b>Evidence of compliance:</b>   |
|---|--|
| Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to a particular project. It would assist if a quick reference guide in bullet point form, summarising all the consultation activity in chronological order, is included near the start of the report.  | Chapter 2 of this report provides a short summary of the background and strategic context of the scheme, including a summary of the development of the scheme to date in Table 2-1.<br>Chapter 3 of this report provides an overview of all consultation and engagement activity to date, including a list in chronological order in Table 3-1 of this report. |
| The applicant should include a full list of the prescribed consultees as part of the consultation report.   | The prescribed consultees are provided in Appendix E1 of the Consultation Report Appendices (Volume 5, Document Reference 5.2).  |
| A short description of how s43 of the Act has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.  | This is set out in section 6.2.12 of this report, and a map showing the scheme and identifying the boundaries of the relevant local authorities is provided in Figure 6.1 of this report.  |
| Where compulsory acquisition forms part of the draft DCO the consultees who are also included in the book of reference for compulsory acquisition purposes should be highlighted in the consolidated list of prescribed consultees.   | The list of Persons with an Interest in the Land (PILs) who were consulted during statutory consultation is provided in Appendix E3 of the Consultation Report Appendices (Volume 5, Document Reference 5.2).  |
| It would be helpful to provide a summary of the rationale behind the SoCC methodology to assist the Secretary of State's understanding of the community consultation and provide a context for considering how consultation was undertaken.   | The Statement of Community Consultation (SoCC) methodology is set out in Chapter 5 of this report.   |
| Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation. This does not necessarily mean that informal consultation has less weight than consultation carried out under the Act, but identifying statutory and non-statutory consultation separately will assist when it comes to determining compliance with statutory requirements. | Details of non-statutory consultation and engagement is set out separately within Chapter 3 of this report.  |
| The summary of responses, if done well, can save a significant amount of explanatory text. We advise that applicants group  | The summary of responses in Tables 8-1 to 8-13 in Chapter 8 of this report is grouped according to the different strands of consultee, and where comments have   |

| <b>Advice:</b>  | <b>Evidence of compliance:</b>  |
|---|---|
| <p>responses under the three strands of consultation as follows:<br/> S42 prescribed consultees (including s43 an s44);<br/> S47 community consultees; and<br/> S48 responses to statutory publicity.<br/> This list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.</p> | <p>led to a design change or no change, this is identified.</p>                   |
| <p>A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.</p>   | <p>This is set out in overview and in detail within Chapter 8 of this report.</p> |



## List of Abbreviations

The below list details the abbreviations used in this document. A full glossary of terms relevant to the scheme is provided within Volume 1, Document 1.4.

| Abbreviation | Full Word/Phrase                                   |
|--------------|--|
| AADT         | Annual Average Daily Traffic                       |
| AONB         | Area of Outstanding Natural Beauty                 |
| APFP         | Applications: Prescribed Forms and Procedure       |
| AQMA         | Air Quality Management Areas                       |
| BHS          | British Horse Society                              |
| CC           | Cornwall Council                                   |
| CCAF         | Cornwall Countryside Access Forum                  |
| CCTV         | Closed Circuit Television                          |
| CEEQUAL      | Civil Engineering Environmental Quality Assessment |
| CEMP         | Construction Environmental Management Plan         |
| CPRE         | Campaign to Protect Rural England                  |
| DCLG         | Department for Communities and Local Government    |
| DCO          | Development Consent Order                          |
| Defra        | Department for Environment, Food and Rural Affairs |
| DfT          | Department for Transport                           |
| DIO          | Defence Infrastructure Organisation                |
| DMRB         | Design Manual for Roads and Bridges                |
| EA           | Environment Agency                                 |
| EIA          | Environmental Impact Assessment                    |
| EMF          | Electronic and Magnetic Fields                     |
| ES           | Environmental Statement                            |
| GIS          | Geographical Information Systems                   |
| HDV          | Heavy Duty Vehicles                                |
| HGV          | Heavy Goods Vehicles                               |
| HSE          | Health and Safety Executive                        |
| ICE SW       | The Institute of Civil Engineers South West        |
| LB           | Listed Building                                    |
| LEP          | Local Enterprise Partnership                       |
| LLFA         | Lead Local Flood Authority                         |
| LRN          | Local Road Network                                 |
| MEP          | Member of the European Parliament                  |
| MP           | Members of Parliament                              |
| NE           | Natural England                                    |
| NFH          | Nancarrow Farm House                               |
| NFU          | National Farmers Union                             |
| NIA          | Noise Impact Area                                  |
| NPSNN        | National Policy Statement for National Networks    |
| NPPF         | National Planning Policy Framework                 |

| <b>Abbreviation</b> | <b>Full Word/Phrase</b>                       |
|---------------------|---|
| NSIP                | Nationally Significant Infrastructure Project |
| PEIR                | Preliminary Environmental Information Report  |
| PHE                 | Public Health England                         |
| PILs                | Persons with an Interest in the Land          |
| PINS                | Planning Inspectorate                         |
| PRA                 | Preferred Route Announcement                  |
| PRoW                | Public Right of Way                           |
| PV                  | Photovoltaic                                  |
| RIS                 | Road Investment Strategy                      |
| RPGII               | Registered Park and Gardens II                |
| RSJ                 | Rolled Steel Joint                            |
| SAC                 | Special Areas of Conservation                 |
| SAR                 | Scheme Assessment Report                      |
| SGN                 | Southern gas Network                          |
| SoCC                | Statement of Community Consultation           |
| SoCG                | Statement of Common Ground                    |
| SoS                 | Secretary of State                            |
| SPA                 | Special Protection Areas                      |
| SPR                 | Scottish Power Renewables                     |
| SSSI                | Site of Special Scientific Interest           |
| SuDS                | Sustainable Drainage Systems                  |
| WCH                 | Walking, Cycling and Horse Riding             |
| WWU                 | Wales and West Utilities                      |

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.