

# A30 Chiverton to Carland Cross TR010026

## 7.4 STATEMENTS OF COMMON GROUND

Planning Act 2008

APFP Regulation 5(2)(q)  
Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

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Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms and  
Procedure) Regulations 2009**

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

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**7.4 STATEMENTS OF COMMON GROUND**

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# 1 Introduction

## 1.1 Purpose

- 1.1.1 This document has been prepared to provide a concise update on the position of Statements of Common Ground (SoCG) between Highways England and statutory consultees in relation to the A30 Chiverton to Carland Cross (the scheme).
- 1.1.2 This report provides a position on the commonality on specific points between SoCGs at the point of submission of the application.
- 1.1.3 Where necessary Highways England will continue to work with relevant parties and review any matters that are still subject to further discussion during the Pre-Examination and Examination stages.
- 1.1.4 This document will be updated further at relevant Examination deadlines where appropriate and where progress has been made.

## 1.2 Structure

- 1.2.1 This report is structured as follows:
- **Section 2** details the structure of each SoCG document and provides an up to date list of SoCGs at the point of submission of the application.
  - **Section 3** provides an update on the status of each SoCG.
  - **Section 4** sets out the commonality between SoCGs and provides a summary of the principal matters outstanding.

## 2 Position

### 2.1 Structure of SoCGs

2.1.1 Each SoCG has adopted a consistent and standard format to provide clarity to other parties and ultimately the Examining Authority (ExA).

2.1.2 Each SoCG is structured in the following way:

- **Section 1** introduces the SoCG and a description of its purpose.
- **Section 2** states the role of each party (e.g. Natural England) in the process and details the consultation undertaken to date.
- **Section 3** sets out matters agreed.
- **Section 4** sets out matters which are subject to negotiation or not agreed.
- **Appendix A** contains a sign off sheet.

2.1.3 Additional appendices have been added to SoCGs where relevant to provide further information and context for the matters described in the respective documents.

### 2.2 List of SoCGs

2.2.1 In accordance with guidance published by the Ministry of Housing, Communities and Local Government (MHCLG), Highways England has been developing SoCGs with a number of statutory consultees during the preparation of the application for development consent.

2.2.2 The SoCGs seek to identify matters on which parties agree and to track progress towards the resolution of any matters where agreement has not yet been reached.

2.2.3 Highways England has undertaken early preparation of SoCGs with various bodies as identified in **Table 1-1**. This provides a list of SoCGs that are currently in place, along with identifying other bodies where a SoCG is currently being prepared.

**Table 1-1 List of SoCGs**

Party	Position
<b>Statutory Consultee</b>	
Cornwall Council	SoCG in draft
Natural England	SoCG in draft
Historic England	SoCG in draft, to be provided during Examination
Environment Agency	SoCG in draft, to be provided during Examination

## 3 Status

### 3.1 Summary of current position

3.1.1 This section provides an update on the status of each SoCG.

3.1.2 **Table 1-2** provides a high-level position and where necessary includes further detail to aid understanding of the ExA. In summary, the high-level positions used in **Table 1-2** are as follows:

- **SoCG in draft** – The SoCG has been drafted by Highways England and it has been shared with the other party for comment.
- **Signed SoCG with matters outstanding** – The SoCG has been signed by both parties and work is ongoing to try and resolve remaining matters outstanding.
- **Final Signed SoCG all matters agreed** – The SoCG has been signed by both parties and all matters are agreed.
- **Final Signed SoCG with matters outstanding** – The final version of the SoCG has been signed by both parties, and there remain matters outstanding that Highways England and the other party agree will not be resolved during Examination.

3.1.3 Where SoCGs have been submitted with matters subject to further discussion ('Signed SoCG with matters outstanding'), all parties will continue to review these matters in order that a final update can be provided during the Examination.

**Table 1-2 Status of SoCGs at Application**

Document Reference	Party	Position at submission	Position at Deadline 2	Position at Deadline 3	Position at Deadline 4
Statutory Consultees					
7.4.1	Cornwall Council	SoCG drafted by Highways England and reviewed by Cornwall Council  SoCG submitted with the application in draft			
7.4.2	Natural England	SoCG drafted by Highways England and reviewed by Natural England  SoCG submitted with the application in draft			
7.4.3	Historic England	SoCG to be submitted during Examination			
7.4.4	Environment Agency	SoCG to be submitted during Examination			

## 4 Commonality

### 4.1 Summary

- 4.1.1 This section of the report provides a summary of principal topics covered in the SoCGs and highlights where topics have been agreed, are subject to further discussion, or where a topic is not agreed.
- 4.1.2 The summary in **Table 1-3** is presented in such a way to show topics covered within the various SoCGs and any position for each topic. A tick in the table indicates where a topic is relevant to a party. Where a tick is shown but the box is blank, no matters have yet been identified in relation to a relevant topic. Where a topic is not relevant to a party, it is shown as a blank in the table and not included within the SoCG.
- 4.1.3 The position for relevant topics are shown as follows:

	Topic agreed
	Topic subject to further discussion
	Topic not agreed

**Table 1-3 Table of Commonality**

Document Reference	Party	Topics																	
		Principle of Development	Project Description	Consideration of Alternatives	Approach to EIA	Air Quality	Cultural Heritage	Landscape and Visual	Ecology	Geology and Soils	Materials	Noise and Vibration	Road Drainage/Water Environment	People and Communities	Public Rights of Way	Consideration of Cumulative Effects	Environmental Management	De-Trunking	Development Consent Order
7.4.1	Cornwall Council	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
7.4.2	Natural England					✓		✓	✓			✓							
7.4.3	Historic England																		
7.4.4	Environment Agency																		

## 4.2 General overview and principal matters outstanding

4.2.1 The following section provides an overview of the position with each party and a summary of principal matters which are outstanding. The individual SoCGs should be referred to for the full detail on specific matters.

### Cornwall Council

4.2.2 The SoCG with Cornwall Council is included at **Appendix A** of this document.

4.2.3 This SoCG is provided 'in draft' and is an 'unsigned' version.

4.2.4 Highways England has been in consultation with Cornwall Council since the inception of the scheme in 2015.

4.2.5 The draft SoCG has been developed as follows:

- Meeting with Cornwall Council Officers on 5 June.
- A draft of the document was issued to Cornwall Council Officers on 18 July 2018.
- Meeting with Cornwall Council Officers on 25 July 2018.
- Comments received at meetings and in emails up to 17 August 2018.

4.2.6 The SoCG was re-issued to Cornwall Council for further review and consideration on 21 August 2018. The SoCG is therefore a reflection of the position of both parties at that point.

4.2.7 The principal matters that are currently outstanding include:

- No provision of east facing slip roads at Chybucca
- Points of detail regarding draft ES Chapters and Environmental Masterplans (provided in draft for Cornwall Council Officer review and comment 13 July 2018)
- De-trunking of the existing A30 and measures to be funded by Highways England
- The provision for walking, cycling and horse riding at Chiverton.

4.2.8 Highways England will continue to review the matters detailed in the SoCG with Cornwall Council. Discussions will be aided by Cornwall Council Officers being able to review the full suite of DCO application documents on the National Infrastructure Planning website (at the point of submission).

4.2.9 It is the intention of both parties that an updated, signed version of the SoCG will be provided early in the Examination.

### Natural England

4.2.10 The SoCG with Natural England is included at **Appendix B** of this document.

4.2.11 This SoCG is provided 'in draft' and is an 'unsigned' version.

4.2.12 Highways England has been in consultation with Natural England since June 2016.

4.2.13 The draft SoCG has been developed as follows:

- A draft of the document was issued to Natural England on 30 May 2018.
- Meeting with representatives of Natural England on 4 June 2018.

- Following discussion at the meeting, an updated SoCG was reissued on 6 June 2018.
- On 8 August 2018 an updated draft SoCG was issued to Natural England for further review.
- Comments were received from Natural England on the updated SoCG on 13 August 2018.

4.2.14 The SoCG was re-issued to Natural England for further review and consideration on 23 August 2018. The SoCG with Natural England is therefore a reflection of the position of both parties at that point.

4.2.15 There is one matter outstanding:

- Priority woodland: Natural England has queried whether trees within the priority woodland (near Nanteague Farm) that are to be lost to the scheme could be translocated to adjacent woodland landscape planting.

4.2.16 Highways England will continue to review the matters detailed in the SoCG with Natural England. Discussions will be aided by Natural England being able to review the full suite of DCO application documents on the National Infrastructure Planning website (at the point of submission).

4.2.17 It is the intention of both parties that an updated, signed version of the SoCG will be provided early in the Examination.

### **Historic England**

4.2.18 Highways England has been in consultation with Historic England since June 2016. The parties have continued communicating throughout the progression of the project.

4.2.19 Since statutory consultation, meetings were held on 12 June 2016 and 4 July to discuss outstanding matters highlighted in Historic England's response to the Preliminary Environmental Information Report (PEIR) (see table 8-1 of the Consultation Report, Volume 5, Document Reference 5.1).

4.2.20 Negotiations regarding these matters are ongoing and an update will be provided in a SoCG to be submitted during Examination.

### **Environment Agency**

4.2.21 The Environment Agency responded to statutory consultation confirming that they were in agreement with the contents of the PEIR (see table 8-1 of the Consultation Report, Volume 5, Document Reference 5.1). Following statutory consultation, no issues have been raised by the Environment Agency.

4.2.22 Further discussions will be held based on the documents submitted as part of the application, and a SoCG will be prepared and submitted during Examination (if appropriate).

# Appendix A Statement of Common Ground with Cornwall Council

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# 1 Introduction

## 1.1 Purpose of this document

1.1.1 This document is a Statement of Common Ground (SoCG) between Highways England and Cornwall Council in relation to the A30 Chiverton to Carland Cross scheme. It has been prepared in accordance with DCLG (now Ministry of Housing, Communities and Local Government) Guidance on the pre-application process<sup>1</sup>.

1.1.2 The document identifies the following between the two parties:

- Matters which have been agreed
- Matters currently outstanding (subject to negotiation or not agreed)

1.1.3 The SoCG will continue to evolve as the application for development consent progresses through the Pre-application and Examination stages.

## 1.2 Structure of this SoCG

1.2.1 The SoCG is structured as follows:

- Section 2 states the role of Cornwall Council in the application, and sets out the consultation undertaken from 2016.
- Section 3 presents the topics covered in this SoCG.
- Section 4 lists those matters which have been agreed, including the date that this matter was agreed.
- Section 5 is a table of matters outstanding, incorporating a description of the matter, the position of Cornwall Council, the position of Highways England and any actions taken to address the matter, and the date of the latest position including any further meetings planned regarding the matter.
- Appendix A includes the signing sheet.
- Appendix B includes Cornwall Council's response to statutory consultation.

## 1.3 Status of this SoCG

1.3.1 This draft of the SoCG has been discussed with Cornwall Council officers on 5 June and 25 July 2018. A draft of this document was issued to Cornwall Council officers on 18 July 2018. Comments have been received at meetings and in email form up to 17 August 2018. This SoCG is a correct reflection of the position of the parties as of 21 August 2018 (the date this document was re-issued to Cornwall Council for further review and consideration).

1.3.2 This SoCG is provided 'in draft' by Highways England. It has been updated by Highways England to reflect the comments received from Cornwall Council Officers, as noted it has been re-issued to Cornwall Council for further review and comment. This draft is 'not signed' by Cornwall Council.

1.3.3 Both parties will continue to review the matters that are still subject to negotiation and clarification. An updated signed version of the SoCG will be provided during the Examination.

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<sup>1</sup> Department for Communities and Local Government. Planning Act 2008: Guidance for the examination of applications for development consent. (2015)

## 2 Consultation

### 2.1 Role of Cornwall Council

- 2.1.1 Cornwall Council is the local authority for the area in which the scheme is proposed.
- 2.1.2 Status in relation to the application –
- Host Local Authority (section 42(b) of the Planning Act 2008)
- 2.1.3 This SoCG has been shared for comment with Officers from the following departments:
- Transport and Infrastructure
  - Development Management and Planning Policy
  - Environmental Growth
  - Environment Service – Landscape
  - Environment Service – Ecology
  - Economic Development and Culture – World Heritage Site (and Tourism)
  - Economic Development and Culture – Tourism
  - Economic Development and Culture – Socio Economics
  - Public Protection – Air Quality
  - Public Protection – Noise
  - Public Protection – Contaminated Land
  - Public Rights of Way and Countryside Rights of Way
  - Transport and Infrastructure – Sustainable Drainage and Flood Risk
  - Geology / Ground Conditions
  - Historic Environment and Archaeology

### 2.2 Summary of consultation

- 2.2.1 Highways England has been in consultation with Cornwall Council since the inception of the scheme in 2015. The parties have continued communicating throughout the progression of the project.
- 2.2.2 A number of consultations are captured within **Table 2-1**, comprised of meetings, emails, and memos. A Steering Group was established at the inception of the scheme including representatives of both Cornwall Council and Highways England. Meetings of the Steering Group are set out in Table 2-1.
- 2.2.3 The consultation with Cornwall Council is set out below.

**Table 2-1 Pre-Application Consultation**

Date	Method	Topic	Consultation Details
22/07/2015	Workshop	Value Management	<p>Review outcome of the Options Assessment report and the Strategic Outline Business Case which led to the Stage 0 of the scheme</p> <p>Reviewed the resultant dual carriageway improvement scheme which is a mixture of off and on-line section, plus further off line sections</p> <p>Reviewed scheme objectives against performance criteria set out in Roads Investment Strategy</p>

Date	Method	Topic	Consultation Details
23/12/2015	Steering Group	Project Update	Cornwall Council is very supportive of the scheme and are able to offer resources to help deliver the scheme as quickly as possible Highways England and Cornwall Council agree to form a Steering Group to provide a strategic overview of the process and programme, and to facilitate scheme delivery. It was suggested that core group would be key members of Cornwall Council and Highways England. Terms of Reference to be prepared for agreement.
15/01/2016	Steering Group	Project Update	Agreed Terms of Reference for the Steering Group
11/02/2016	Workshop		A review of the impact of both on and off line options on side roads was undertaken. Traffic data to be provided when available (by end of March) to inform strategy
16/02/2016	Steering Group	Project Update	Defining the junction and side road strategy sufficiently to present at Public Consultation. The base scheme provides no junctions between Carland and Chiverton. Indicative modelling of 5 junction options has been completed and reviewed
23/03/2016	Steering Group	Project Update	Lessons learnt from A30 Temple to Higher Carblake scheme
13/07/2016	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>The need for a common position on local road issues</li> <li>Non-statutory consultation on alignment options in October 2016</li> </ul>
30/08/2016	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>Non-statutory consultation on alignment options in October 2016</li> </ul>
24/10/2016	Email	Landscape	Landscape Officer request for comments on the assessment methodology supporting Preferred Route Announcement (PRA)
01/11/2016	Email	Landscape	Landscape Officer received the landscape and visual receptors for the scheme at PCF Stage 2 and comments were requested regarding receptors identified
19/12/2016	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. Cornwall Council's response to the non-statutory consultation was discussed: <ul style="list-style-type: none"> <li>Cornwall Council's view that Chiverton junction should be a gyratory junction</li> <li>Cornwall Council's view that east facing slips should be included on Chybucca junction</li> <li>Cornwall Council's view that the capacity of the slip roads at Carland Cross should be reviewed to ensure they are sufficient for future demand</li> <li>Cornwall Council took note of the impact of the scheme on specific landowners, notably NCF, Pennycomequick residential property, Hill View Farm and Trevalso Farm</li> <li>Cornwall Council noted the requirement to have a common approach to de-trunking</li> <li>Cornwall Council confirmed their support for the off-line routes presented at the consultation, and confirmed that</li> </ul>

Date	Method	Topic	Consultation Details
			they do not support any of the options discounted prior to the consultation, such as on line options
09/01/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Updates on surveys taking place</li> <li>• Confirmation of targeted consultation in February 2017 regarding updated alignment through Marazanvose</li> </ul>
13/02/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Feedback from targeted consultation</li> <li>• Discussion regarding the need for a de-trunking strategy</li> </ul>
21/02/2017	Meeting	De-trunking	Proposed design options (post consultation) and potential mitigation
20/03/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Discussion regarding the production of a de-trunking strategy</li> </ul>
15/05/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Updates on surveys taking place</li> </ul>
12/06/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Scheduling of the Preferred Route Announcement</li> <li>• Confirmation of the preparation of an early draft Statement of Community Consultation (SoCC) to be presented after PRA</li> </ul>
03/07/2017	Email	Landscape	Email to Landscape Officer providing a set of scheme drawings for information
12/07/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• General project update</li> </ul>
31/07/2017	Meeting	De-trunking	Meeting to discuss approach to de-trunking
09/08/2017	Meeting	Landscape	Meeting with Landscape Officers to discuss: <ul style="list-style-type: none"> <li>• Methodology</li> <li>• Viewpoints</li> </ul>
18/09/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Cornwall Council response to Scoping Report consultation by the Planning Inspectorate</li> <li>• Consultation on the draft Statement of Community Consultation (SoCC)</li> </ul>
26/09/2017	Meeting	SoCC	Meeting to present the consultation strategy and proposed content of the SoCC to Cornwall Council project management team and Communications Department
02/10/2017	Meeting	SoCC	Meeting to discuss the contents of the SoCC with Cornwall Council Planning Department
09/10/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Upcoming consultation with Cornwall Council on SoCC</li> </ul>

Date	Method	Topic	Consultation Details
11/10/2017	Email	Materials	Email correspondence with Planning Officer regarding the planning application for Wheal Jane proposed construction and demolition waste facility (approved 27 November 2017).
12/10/2017	Email	Cumulative effects	Email from Planning Officer confirming list of major development applications
13/10/2017	Email	Noise and Vibration	Response from Environmental Health Officer received confirming that monitoring positions were acceptable
13/10/2017	Memo	Noise and Vibration	Consultation with Environmental Health Officer regarding approach to noise assessment
02/11/2017	Meeting	De-trunking	Meeting to discuss approach to de-trunking
02/11/2017	Meeting	De-trunking	De-trunking scope and associated local highways issues
09/11/2017	Meeting	SoCC	Meeting to discuss the contents of the SoCC and response to SoCC consultation with Cornwall Council Portfolio Holders for Transport and Planning
13/11/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Approach to de-trunking in consultation materials</li> <li>• Design updates</li> </ul>
13/11/2017	Letter	SoCC	Comments received from Cornwall Council on SoCC
09/12/2017	Meeting	SoCC	Meeting with Cornwall Council to respond to comments on the SoCC
11/12/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Confirmed SoCC had been finalised for publication and consultation to be carried out</li> </ul>
15/12/2017	Letter	SoCC	Letter from Highways England to Cornwall Council confirming actions/changes to the SoCC following Cornwall Council comments received 13/11/2017
03/01/2018	Meeting	De-trunking	De-trunking scope and associated local highways issues
05/01/2018	Email	Landscape	Issue of draft work in progress Landscape and Visual Impact Assessment (LVIA) documents; <ul style="list-style-type: none"> <li>• Draft LVIA Chapter</li> <li>• Draft Figures</li> <li>• Draft Environmental Masterplans</li> </ul>
24/01/2018	Email	Landscape	Email with detailed comments on draft work in progress Landscape and Visual Impact Assessment (LVIA) documents draft LVIA Chapter and draft Environmental Masterplans
29/01/2018	Email	Response to statutory consultation	Area of Outstanding Natural Beauty unit response to statutory consultation confirming no AONB's affected by the scheme
08/03/2018	Email	Response to statutory consultation	Drainage Officer response to statutory consultation
12/03/2018	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England (following statutory consultation period). The following matters were discussed: <ul style="list-style-type: none"> <li>• Summary of responses to statutory consultation</li> <li>• Confirmation that Cornwall Council response to statutory consultation to be received following close of consultation</li> </ul>

Date	Method	Topic	Consultation Details
12/03/2018	Letter	Response to statutory consultation	Cornwall Council response to statutory consultation
23/04/2018	Email	Cumulative effects	Email from Planning Officer confirming updated list of major development applications
26/04/2018	Email	Cultural Heritage – Trial Trenching	Email with Archaeological Projects Officer, Cornwall Council
30/4/2018	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>Lack of detailed Cornwall Council response to the PEIR</li> <li>Presentation of SoCG template</li> <li>Approach to SoCG</li> </ul>
11/05/2018	Meeting	Countryside and Access	Meeting to discuss Highway England's approach to Public Rights of Way and local routes potentially affected by the proposed scheme, including discussion about a draft Management Plan and consideration of closures, diversions and new walking, cycling and horse-riding infrastructure. Discussion also helped to agree baseline and approach to assessment / methodology for the People and Communities chapter of the ES. The meeting included representation from Sustrans
11/05/2018	Meeting	Economic Development (Tourism and WHS)	Meeting to discuss Highway England's approach to tourism and recreational facilities and assets potentially affected by the proposed scheme. Discussion also helped to agree baseline and approach to assessment / methodology for the People and Communities chapter of the ES. The meeting included representation from Visit Cornwall
18/05/2018	Email	Economic Development (Tourism and WHS)	Issue of meeting minutes from meeting that took place on 11/05/2018
23/05/2018	Email	Economic Development (Tourism and WHS)	Email exchange between 23/05/2018 and 30/05/2018 to share and agree tourism and recreation data to help inform the baseline and assessment within ES Chapter 12
30/05/2018	Email	Countryside and Access	Submission to Cornwall Council of documents for comment and agreement including: <ul style="list-style-type: none"> <li>Meeting minutes for meeting that took place on 11/05/2018</li> <li>Draft ES Chapter 12 People and Communities; and</li> <li>PRoW Management Plan and associated drawings</li> </ul>
05/06/2018	Meeting	SoCG workshop	A workshop led by Highways England with all relevant officers regarding the DCO process and SoCG
07/06/2018	Email	Countryside and Access	Email from PRoW Officer, Cornwall Council Response to draft ES Chapter 12 and PRoW Management Plan No comments were provided except to say when re-instating a Public Right of Way after disturbance caused by the road scheme it is essential that the new surfaces provided are in good condition and are easily maintainable in the future with minimal liabilities for the Council (i.e.as sustainable as possible) rather than just re-instating them to the condition that they are already in, which may be poor

Date	Method	Topic	Consultation Details
11/06/2018	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> <li>• Approach to SoCG</li> <li>• Approach to de-trunking</li> </ul>
13/06/2018	Email	Countryside and Access	Submission to Cornwall Council of draft documents for review and comment including: <ul style="list-style-type: none"> <li>• Draft ES Chapter 12 People and Communities; and</li> <li>• PRow Management Plan and associated drawings</li> </ul>
22/06/2018	Email	Landscape	Issue by Highways England of draft ES Chapter on Landscape and supporting documents to Landscape Officer
04/07/2018	Email	Landscape	Detailed comments from Landscape Officer on draft ES Chapter on Landscape
13/07/2018	Email	Draft Environmental Statement	Issue of draft ES and Appendices to Cornwall Council Officers
18/07/2018	Email	Project wide	Issue of SoCG Draft 1 to Cornwall Council
23/07/2018	Email	Landscape	Detailed comments from Landscape Officer on Environmental Masterplans
23/07/2018	Email	Geology and Materials	Comments received from Planning Officer on respective draft ES Chapters for Geology and Soils, and Materials
24/07/2018	Meeting	Design	Meeting with Highways Officer to discuss side road designs included within the scheme boundary
25/07/2018	Meeting	SoCG	Workshop with Cornwall Council officers to discuss comments on SoCG Draft 1 and Draft ES
27/07/2018	Email	Ecology	Comments from Ecology Officer on draft SoCG, and draft ES Chapter for Ecology and Nature Conservation
27/07/2018	Email	SoCG and Environmental Growth	Comments from Environment Officer on the inclusion of Environmental Growth in the SoCG and observations/comments on the draft ES Chapter for Ecology and Nature Conservation
31/07/2018	Email	Materials	Comments from Soils and Materials Engineer received regarding draft ES Chapter for Materials
02/08/2018	Email	Drainage and Hydrology	Comments from Flood Risk officer on the SOCG discussed at the SoCG Workshop on 25 July with specific comments on Topic 14 Road Drainage and the Water Environment
02/08/2018	Email	Transport	Comments from Transport Officer on SoCG Draft 1 in respect of scheme design and highways issues
08/08/2018	Email	Ecology	Statement of Common Ground with Natural England issued to Ecology Officer for reference
08/08/2018	Email	Drainage and Hydrology	Comments from Sustainable Drainage Officer received on SoCG Draft 1 in respect of highway drainage
13/08/2018	Email	Transport	Comments from Transport Officer on SoCG Draft 1 in respect of the consideration of alternatives topic
17/08/2018	Email	Ecology	Response and clarification from Highways England on comments on draft ES Chapter for Ecology and Nature Conservation
21/08/2018	Email	SoCG	Issue of SoCG Draft 2 to Cornwall Council



### 3 Topics covered in this SoCG

3.1.1 The following table is a summary of the topics which are considered within this SoCG.

Overarching topic	Topic number	Topic
Background	1.	Principle of Development
	2.	Project Description
	3.	Consultation
Relevant ES Chapter	4.	Consideration of Alternatives (Chapter 3 of the ES)
	5.	Approach to Environmental Impact Assessment (Chapter 4 of the ES)
	6.	Air Quality (Chapter 5 of the ES)
	7.	Cultural Heritage (Chapter 6 of the ES)
	8.	Landscape and Visual (Chapter 7 of the ES)
	9.	Ecology (Chapter 8 of the ES)
	10.	Geology and Soils (Chapter 9 of the ES)
	11.	Materials (Chapter 10 of the ES)
	12.	Noise and Vibration (Chapter 11 of the ES)
	13.	People and Communities – Tourism and Recreation (Chapter 12 of the ES)
	14.	People and Communities – Public Rights of Way (Chapter 12 of the ES)
	15.	Road Drainage and the Water Environment (Chapter 13 of the ES)
	16.	Consideration of Cumulative Effects (Chapter 15 of the ES)
	17.	Environmental Management (Chapter 16 of the ES)
Other topics	18.	Environmental Growth
	19.	De-trunking
	20.	Traffic and Transport
	21.	Draft Development Consent Order

## 4 Matters agreed

4.1.1 The table below shows those matters which have been agreed by the parties, including that matters reference number, and the date and method by which it was agreed.

**Table 4.1 – Matters agreed between Cornwall Council and Highway England**

Reference	Matter which has been agreed	Date and method of agreement
1. Principle of Development		
1.1.	Cornwall Council support the scheme and its role as the main link between West Cornwall, the Isles of Scilly and the national motorway network	Response to statutory consultation 12/03/2018
1.2.	Cornwall Council support the scheme and its role in alleviating congestion, delays and rat running through local villages	Response to statutory consultation 12/03/2018
1.3.	Cornwall Council support the overarching objectives of the scheme, being to: reduce congestion; unlock economic growth; connect communities; improve safety, operation and efficiency; protect the environment; and minimise disruption during construction	Response to statutory consultation 12/03/2018
1.4.	Cornwall Council agree that the scheme is a Nationally Significant Infrastructure Project, being a Trunk Road managed by the Secretary of State and in line with the relevant thresholds in section 22 of the Planning Act 2008	Meeting 25/07/2018
1.5.	Cornwall Council agree that the scheme supports the delivery of Paragraph 2.2 of the National Policy Statement for National Networks (NPS NN) regarding addressing the critical need to improve national networks to address road congestion and provide safe, expeditious and resilient networks that better support social and economic activity	Meeting 25/07/2018
1.6.	Cornwall Council agree that the scheme supports the delivery of the Adopted Cornwall Local Plan Strategic Policies (2016), in particular policies 27 (transport and accessibility) and 28 (infrastructure)  At the local level, the scheme has been considered against the following adopted policy documents: <ul style="list-style-type: none"> <li>Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)</li> </ul>	

Reference	Matter which has been agreed	Date and method of agreement
	<ul style="list-style-type: none"> <li>• Cornwall Local Plan: Strategic Policies 2010-2030, Community Network Areas (2016)</li> <li>• Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)</li> <li>• Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016)</li> <li>• The Cornwall Local Flood Risk Management Strategy: Part 1 Strategic Vision (2014-2020)</li> <li>• Minerals Local Plan (1998)</li> <li>• Clean Air for Cornwall Strategy and Air Quality Action Plan (AQAP)</li> </ul> <p>The scheme has considered the following emerging policy documents:</p> <ul style="list-style-type: none"> <li>• Cornwall Site Allocations Development Plan Document (Allocations DPD) Regulation 19 Version (Cornwall Council, 2017)</li> <li>• Minerals Safeguarding Development Plan Document (2018)</li> </ul> <p>The scheme has been considered against the following guidance documents:</p> <ul style="list-style-type: none"> <li>• Cornwall Design Guide (2013)</li> <li>• Cornwall's Biodiversity Volume 1: Audits and Priorities (1996)</li> <li>• Cornwall's Biodiversity Volume 2: Action Plans (1996)</li> <li>• Cornwall's Biodiversity Volume 3: Action Plans (2004)</li> <li>• Biodiversity and Geological Conservation Planning Good Practice Guidance for Cornwall (2007)</li> <li>• Cornwall and Isles of Scilly Landscape and Character Study (2007)</li> <li>• British Native Trees and Shrubs and Their Status in Cornwall</li> </ul>	
<b>2. Project Description</b>		
2.1.	Cornwall Council agree that the proposed scheme is the construction of a new A30 dual carriageway road approximately 14 kilometres in length	Response to statutory consultation 12/03/2018
2.2.	Cornwall Council note that the engineering design has reduced the height of the road at Marazanvose and Pennycomequick in response to the findings of the Preliminary Environmental Information Report (PEIR) and statutory consultation	Email 02/08/2018
2.3.	Cornwall Council note the design of the grade separated Chiverton junction, and agree with the use of a gyratory carriageway instead of the dumbbell arrangement proposed at the non-statutory consultation in October 2016	Response to statutory

Reference	Matter which has been agreed	Date and method of agreement
		consultation 12/03/2018
2.4.	Subject to appropriate assessment Cornwall Council support the non-provision of street lights at Chiverton junction, and understand that ducting will be included in the construction of the junction to allow for any future provision, subject to the outcomes of a road safety audit	Response to statutory consultation 12/03/2018
2.5.	Cornwall Council agree that temporary traffic signals will not be provided at the Chiverton junction, and understand that signal ducting will be included in the construction of the junction to allow for any future provision by Cornwall Council	Response to statutory consultation 12/03/2018
2.6.	Cornwall Council agree in principle with the provision of a grade separated junction at Chybucca	Email 02/08/2018
2.7.	Cornwall Council accept in principle that the number of side road crossings of the new A30 and (where relevant) the existing A30 (at Tresawsen, Two Barrows, Trevalso Lane, and Pennycomequick Lane) is sufficient	Email 02/08/2018
2.8.	Cornwall Council accept in principle that the number of WCH crossings of the new A30 (at Chiverton junction, Marazanvose, Tolgroggan Farm and Church Lane) is sufficient	Email 02/08/2018
<b>3. Consultation</b>		
3.1.	Cornwall Council was formally consulted on the SoCC for 28 days from 16 October to 13 November 2018	Report to Portfolio Holder 08/11/17  See Appendix C
3.2.	The consultation on the SoCC was adequate and Cornwall Council agree with the manner in which it was taken into account, principally: <ul style="list-style-type: none"> <li>The updates to the draft SoCC following consultation with Council Officers and Members</li> <li>The inclusion of an event at Victory Hall in Indian Queens</li> </ul>	Meeting 09/11/2017 Letter 15/12/2017
<b>4. Consideration of Alternatives</b>		
4.1.	No matters identified	
<b>5. Approach to Environmental Impact Assessment</b>		
5.1.	Cornwall Council consider that the Preliminary Environmental Information Report presented at statutory consultation was a comprehensive document that was useful at the consultation events	Response to statutory

Reference	Matter which has been agreed	Date and method of agreement
		consultation 12/03/2018
<b>6. Air Quality</b>		
Baseline		
6.1.	Cornwall Council agree with the air quality assessment considering three main sub-topics: construction and dust; local air quality; and regional air quality	Meeting 25/07/2018
6.2.	The air quality assessment study area has been established in line with guidance contained in HA207/07 Design Manual for Roads and Bridges (DMRB) Volume 11, section 3, Part 1, May 2007 [1], and that this is the appropriate guidance to use	Meeting 25/07/2018
Assessment Methodology		
6.3.	The air quality assessment methodology set out in section 5.6 of Chapter 5 Air Quality (Volume 6, Document Reference 6.2) follows the guidance contained in HA207/07 Design Manual for Roads and Bridges (DMRB) Volume 11, section 3, Part 1, May 2007, and that this is the appropriate guidance to use	Meeting 25/07/2018
Design, mitigation and enhancement measures		
6.4.	Cornwall Council agree with the measures identified in section 5.10 of Chapter 5 Air Quality (Volume 6, Document Reference 6.2)	Meeting 25/07/2018
Assessment of effects		
6.5.	Cornwall Council agree that the assessment of effects of air quality set out in section 5.11 of Chapter 5 Air Quality (Volume 6, Document Reference 6.2) follows the guidance contained in HA207/07 Design Manual for Roads and Bridges (DMRB) Volume 11, section 3, Part 1, May 2007, and that this is the appropriate guidance to use.	Meeting 25/07/2018
6.6.	Cornwall Council agree that the effects of the scheme in terms of air quality, as identified in Table 5-14 in Chapter 5 Air Quality (Volume 6, Document Reference 6.2), are not significant assuming these are as predicted when this is built	Meeting 25/07/2018
<b>7. Cultural Heritage</b>		
7.1.	The assessment methodology set out in section 6.6 of Chapter 6 Cultural Heritage (Volume 6, Document Reference 6.2) follows DMRB guidance, and that this is the appropriate guidance to use	Meeting 25/07/2018
Assessment of effects		
7.2.	The effect on the significance of the Church of St Peter, schoolroom and vicarage (NHLE nos. 1141481, 1141482, and 1328719 respectively) is slight adverse from the construction of the scheme	Meeting 25/07/2018

Reference	Matter which has been agreed	Date and method of agreement
7.3.	The effect on the significance of Chyverton Park and Lodge (NHLE nos. 1000512 and 1136926 respectively) is moderate adverse on Chyverton Park and Large Adverse on the Lodge in terms of temporary setting impacts during construction. It is agreed that the impacts on the significance of the asset from the construction of the scheme will be neutral	Meeting 25/07/2018
7.4.	The effect on the significance of Nancarrow Farm House is moderate adverse from the construction of the scheme and slight adverse on the temporary setting from the scheme during construction	Meeting 25/07/2018
<b>8. Landscape and Visual</b>		
Baseline		
8.1.	Cornwall Council agree that the selection of representative viewpoints is appropriate	Meeting 09/08/2017
8.2.	Cornwall Council agree that the selection of viewpoints for photomontage visualisations is appropriate	Meeting 09/08/2017
8.3.	Cornwall Council agree that the approach to basing visualisations on winter photography in order to illustrate the worst-case scenario is adequate and robust	Meeting 09/08/2017
8.4.	Cornwall Council agree that the approach to selecting and assessing landscape receptors, including landscape elements, Landscape Character Areas and areas designated for landscape value is appropriate and robust	Meeting 09/08/2017
Assessment Methodology		
8.5.	Cornwall Council agree that the methodology for the landscape and visual assessment in accordance with DMRB guidance and informed by GLVIA 3 is adequate and robust	Email 09/08/2017
<b>9. Ecology</b>		
9.1.	The scope of the ecological assessments was appropriate	Email 27/07/2018
9.2.	The depth and extent of the surveys and methods applied were appropriate	Email 27/07/2018
9.3.	Matters relating to ecology are detailed in the Statement of Common Ground with Natural England, which has been issued to Cornwall Council by email on 08/08/2018	
<b>10. Geology and Soils</b>		
Baseline		
10.1.	The buffer zone established for the study area in section 9.4, Chapter 9 Geology and Soils (Volume 6, Document 6.2) is sufficient	Email 23/07/2018
10.2.	Cornwall Council note that the following emerging policy is relevant to the Chapter:	Email 23/07/2018

Reference	Matter which has been agreed	Date and method of agreement
	<ul style="list-style-type: none"> <li>Minerals Safeguarding Development Plan Document (expected to be adopted December 2018)</li> </ul>	
Assessment Methodology		
10.3.	<p>Cornwall Council agree that the geology and soils methodology set out in section 9.6 of Chapter 9 Geology and Soils (Volume 6, Document 6.2) follows the guidance set out below, and that this is the appropriate guidance to use:</p> <ul style="list-style-type: none"> <li>Geotechnics and Drainage, Earthworks, Managing Geotechnical Risks DMRB Volume 4, section 1, Part 2 HD22/08</li> <li>Assessment and Management of Environmental Effects, DMRB Volume 11, section 2, Part 5</li> <li>Geology and Soils, Environmental Assessment, Environmental Assessment Techniques, Highways Agency, DMRB Volume 11, section 3, Part 11</li> </ul>	Email 23/07/2018
Design, mitigation and enhancement measures		
10.4.	Cornwall Council agree with the measures identified in section 9.10 of Chapter 9 Geology and Soils (Volume 6, Document 6.2)	Email 23/07/2018
Assessment of effects		
10.5.	The assessment of effects of the scheme on geology and soils set out in section 9.11 and 9.12 of Chapter 9 Geology and Soils (Volume 6, Document 6.2) is appropriate	Email 23/07/2018
10.6.	Cornwall Council agree that no effects of the scheme, as identified in table 9-31 Chapter 9 Geology and Soils (Volume 6, Document 6.2), are of more than moderate adverse significance	Email 23/07/2018
11. Materials		
Assessment Methodology		
11.1.	Cornwall Council agree that the geology and soils methodology set out in section 10.5 Chapter 10 Materials (Volume 6, Document 6.2) follows the guidance set out in DMRB IAN 153/11, and that this is the appropriate guidance to use	Meeting 25/07/2018
Design, mitigation and enhancement measures		
11.2.	The measures identified in section 10.9 of Chapter 10 Materials (Volume 6, Document 6.2) are broadly sufficient, subject to the matters outstanding	Meeting 25/07/2018
Assessment of effects		
11.3.	Cornwall Council agree that the assessment of effects of the scheme on geology and soils set out in section 10.10 of Chapter 10 Materials (Volume 6, Document 6.2) is appropriate	Meeting 25/07/2018
11.4.	Cornwall Council agree that there are no significant effects from the scheme, as identified in table 10-16 Chapter 10 Materials (Volume 6, Document 6.2)	Meeting 25/07/2018

Reference	Matter which has been agreed	Date and method of agreement
12. Noise and Vibration		
Baseline		
12.1.	Cornwall Council agree with the noise monitoring locations which are outlined in section 11.5 Chapter 11 Noise and Vibration (Volume 6, Document Reference 6.2)	Email 13/10/2017
12.2.	Cornwall Council agree that survey locations have intended to obtain representative sample of noise sensitive locations across the scheme. Cornwall Council agree this matter with Highways England making use of local knowledge of the area. Most of these locations are attended locations following the CRTN shortened measurement procedure, and have been supplemented with logged surveys with instrumentation left in place for 3-5 days. Cornwall Council understand that some locations may have to be altered according to availability to private land	Email 13/10/2017
Assessment Methodology		
12.3.	The 'ABC method' used in the assessment in Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6 Document Reference 6.2) as described in BS 5228-1 (i.e. construction noise assessment approach) to determine the potential for significant noise construction effects, is the appropriate method	Email 13/10/2017
12.4.	Cornwall Council agree the operational traffic noise assessment methodology described in Design Manual for Roads and Bridges document HD 213/11 Revision 1 has been used and that this is the correct methodology	Email 13/10/2017
12.5.	Cornwall Council agree the established operational traffic noise assessment methodology described in Design Manual for Roads and Bridges document HD 213/11 Revision 1 has been used and Cornwall Council accept this as appropriate for this assessment	Email 13/10/2017
Mitigation		
12.6.	Cornwall Council would exercise influence over construction activities to seek to avoid adverse noise and vibration effects. For night-time works in particular Cornwall Council agree a section 61 application is the most appropriate mechanism to agree appropriate controls and protocols	Email 13/10/2017
13. People and Communities – Tourism and Recreation		
13.1.	Cornwall Council agree that all tourism and recreational assets potentially affected by the proposed scheme have been included within the baseline of the ES	Meeting 25/07/2018
13.2.	No additional services are needed or wanted as part of the scheme and that access to existing services will be sufficient for users of the road including visitors and tourists	Meeting 25/07/2018
13.3.	Cornwall Council note, subject to agreement on signage, that potential effects on the tourism and recreational assets during operation of the proposed development will be beneficial, with improved travel conditions for visitors and other users of the new and existing A30	Meeting 25/07/2018

Reference	Matter which has been agreed	Date and method of agreement
14. People and Communities - Public Rights of Way		
14.1.	Cornwall Council agree that all PRoW potentially affected by the proposed scheme have been included within the baseline of the ES	Meeting 11/05/2018
14.2.	Cornwall Council agree with the approach to defining sensitivity of the PRoW potentially affected	Meetings 11/05/2018 30/05/2018
14.3.	Signage will be erected at all points where PRoW intersect or cross the proposed scheme in order to advise of planned works and dates of any closures. Signage will also include details of any alternative routes / diversions where necessary as detailed in section 3.2 of the PRoW Management Plan (Volume 6, Document 6.4, Appendix 16.1)  The location and details of the signage will be discussed and agreed with Cornwall Council	Meeting 11/05/2018 30/05/2018
14.4.	Highways England will undertake a condition survey of all PRoW effected by the proposed scheme as stated at section 1.4 of the PRoW Management Plan (Volume 6, Document 6.4, Appendix 16.1). This is to be shared and agreed with Cornwall Council with all PRoW reinstated to an 'as is' state as a minimum. The proposed reinstatement will be discussed and agreed with Cornwall Council	Meetings 11/05/2018 30/05/2018
14.5.	Highways England agree to work with Cornwall Council to help ensure minimal impact on the PRoW network, applying the following hierarchy of mitigation (discussed and agreed) and set out at section 3.3 of the PRoW Management Plan (Volume 6, Document 6.4, Appendix 16.1): <ul style="list-style-type: none"> <li>• Use of signage where PRoW can remain open but users need to be warned of the presence of construction vehicles (local management);</li> <li>• Implementation of short, temporary closures where local works might effect safety of users (local closures);</li> <li>• Closure of / extinguishment of a PRoW following the early implementation of an alternative / new route (e.g. via a new overbridge / underpass) (early re-provision);</li> <li>• Closure of / extinguishment of a PRoW without re-provision (e.g. where works sequencing will not provide a new crossing in advance of the carriageway works) (full closure); and</li> <li>• Provision of new crossings / routes as part of the scheme (new routes)</li> </ul>	Meetings 11/05/2018 30/05/2018
14.6.	Highways England agree to remove all furniture associated with construction works (e.g. gates / segregation) put in place along the PRoW network to manage potential construction effects.  Where Highways England (or the respective landowner) wish to leave such furniture in place this is to be discussed and agreed with Cornwall Council in order to avoid unlawful furniture on the PRoW network	Meetings 11/05/2018 30/05/2018

Reference	Matter which has been agreed	Date and method of agreement
14.7.	Cornwall Council and Highways England agree with the contents and mitigation detailed within the PRoW Management Plan as submitted (Volume 6, Document 6.4, Appendix 16.1)	Meeting 30/05/2018
14.8.	Cornwall Council and Highways England agree that potential effects on the PRoW network during operation of the proposed development will be minimal, particularly given the context of the existing A30	Meetings 11/05/2018 30/05/2018
<b>15. Road Drainage and the Water Environment</b>		
<b>Baseline</b>		
15.1.	Cornwall Council agree with the baseline conditions set out in section 13.7, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2)	Email 02/08/2018
<b>Assessment Methodology</b>		
15.2.	The assessment methodology set out in section 13.6, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) follows the guidance set out in DMRB HD 45/09, and that this is the appropriate guidance to use. The CIRIA SuDS manual should be used for detailed design and methodology and should be added to the list of CIRIA documents in Section 13.3.36 of the Environmental Statement	Email 02/08/2018
<b>Design, mitigation and enhancement measures</b>		
15.3.	The measures identified in section 13.10, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) are sufficient aside from those relating to acute pollution through road traffic accidents	Email 02/08/2018
<b>Assessment of effects</b>		
15.4.	Cornwall Council agree that the assessment of effects of the scheme on the water environment out in section 13.11, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) is appropriate	Email 02/08/2018
<b>Engineering design</b>		
15.5.	Cornwall Council agree with the provision of forebays but consider they should be provided on all ponds, not just those over 500 metres cubed	Email 02/08/2018
15.6.	There will need to be an individual Construction Phase Management Plan to accompany the detailed design of each attenuation feature. Infiltration is unlikely to form a major part of construction phase surface water management due to the high silt loads that are likely to be present.	Email 02/08/2018
15.7.	Cornwall Council agree that the drainage systems have been designed in accordance with C753 The SuDS Manual, and that they designed for the 1 in 100 year critical rainfall event plus a 40% allowance for climate change, and that this approach is good practice	Email 02/08/2018

Reference	Matter which has been agreed	Date and method of agreement
15.8.	It is considered that 300mm freeboard is good practice but does not remove the requirement to demonstrate exceedance pathways. These should show where the water would go in the event that the SuDS failed or was completely overwhelmed and identify any potential vulnerable downstream receptors. Clarification is sought on the soffits of outlets raised to 150mm above the base of the ponds to encourage wet conditions on the bases.	Email 02/08/2018
15.9.	Cornwall Council understand that culverting of watercourses has only been considered where there is no other practicable solution	Email 02/08/2018
16. Consideration of Cumulative Effects		
16.1.	Following consultation with Cornwall Council regarding known projects, it is for Highways England to satisfy itself that there are no other known projects in addition to those already identified, which require an in-combination cumulative assessment	Email 23/04/2018
17. Environmental Management		
17.1.	No matters identified	
18. Environmental Growth		
18.1.	Cornwall Council is satisfied that the proposed scheme is aligned with the principles set out in the Cornwall Environmental Growth Strategy	Email 27/07/2018
19. De-trunking		
19.1.	Penstraze Lane will need to be monitored before, during and after the opening of the scheme. Access from Penstraze Lane to the existing A30 is proposed to be blocked for all vehicles other than for access to residential properties and walkers, cyclist and horse riders (WCH) users depending on the outcome of the monitoring. The monitoring and works will be carried out by Cornwall Council prior, during and following the construction of the scheme and closure of the road will be funded by Highways England if deemed necessary	De-trunking meeting 14/05/2018
19.2.	Highways England agree that Henvver lane should remain open until the opening of the scheme to facilitate construction. Cornwall Council will monitor traffic movements on Henvver Lane before, during and after construction of the scheme and will implement measures (such as closure or partial closure) depending on the outcome of this monitoring. This will be funded by Highways England	De-trunking meeting 14/05/2018
19.3.	Highways England will ensure the existing access to Chyverton Park will remain at the current location and any works to this access will be minimal. This will be carried out by Highways England as part of the construction of the scheme	De-trunking meeting 03/01/2018

Reference	Matter which has been agreed	Date and method of agreement
		Reviewed at De-trunking meeting 14/05/2018
19.4.	Highways England have departed from DMRB standards for adoptable side roads along the scheme in order to match existing road widths, in line with Cornwall Council requests. Changes to these side roads will be carried out by Highways England as part of the construction of the scheme	De-trunking meeting 03/01/2018  Reviewed at De-trunking meeting 14/05/2018
19.5.	A signage strategy for the existing A30 will be provided by Highways England to Cornwall Council, including the approach to brown tourist signs, and Cornwall Council will review the final provision of all signage on the existing A30. This is to include existing trunk road signs on the existing A30 will be removed or replaced with smaller signs where possible. This will be carried out by Highways England as part of the construction of the scheme	De-trunking meeting 03/01/2018  Reviewed at De-trunking meeting 14/05/2018
19.6.	Traffic signs on the proposed and existing A30 will not be bilingual (apart village and street name plates)	De-trunking meeting 03/01/2018  Reviewed at De-trunking meeting 14/05/2018
19.7.	Signage at the proposed Carland Cross from westbound approach will include a route to Perranporth incorporating the using the existing A30. This will be carried out by Highways England as part of the construction of the scheme	De-trunking meeting 03/01/2018  Reviewed at De-trunking meeting 14/05/2018

Reference	Matter which has been agreed	Date and method of agreement
19.8.	The width of the existing A30 will be to a standard suitable for a diversion route for the new A30, and will change the character of the road through road markings	De-trunking meeting 14/05/2018
19.9.	Highways England will agree the scope of and provide Cornwall Council with a condition survey of the existing A30 prior to the de-trunking of the existing A30. This scope will include provision for the agreement of the works required as part of the de-trunking. Cornwall Council needs to specify our maintenance category and future road classification	De-trunking meeting 02/11/2017  Reviewed at De-trunking meeting 14/05/2018
19.10.	A lay-by strategy review will be undertaken to identify which laybys should be removed. The removal of lay-bys will aim to reduce negative behaviours associated with laybys by reducing stubs or gates access.	De-trunking meeting 14/05/2018
19.11.	Cornwall Council agree with the principle of providing the de-trunking works not identified as part of the DCO application through planning obligations to be agreed at a later date	De-trunking meeting 14/05/2018
19.12.	WCHs will be prohibited on the newly proposed A30 but will be able to use the existing A30. Provision for WCHs on the existing A30 will not be carried out by Highways England as part of the construction of the scheme.	De-trunking meeting 14/05/2018
19.13.	Cornwall Council have requested monitoring of traffic using ANPR and for a period capturing seasonal differences and neutral months and that sites, parameters and funding are to be agreed	De-trunking meeting 14/05/2018
<b>20. Traffic and Transport</b>		
20.1.	No matters identified	
<b>21. Draft Development Consent Order</b>		
21.1.	To be completed at a later date	

## 5 Matters outstanding

### 5.1 Principal matters outstanding

5.1.1 The principal matters that are outstanding include:

- East facing slips at Chybucca
- Points of detail regarding draft ES Chapters and Environmental Masterplans
- De-trunking of the existing A30 and measures not funded by Highways England

5.1.2 Highways England will continue to review the matters detailed in the table below. Discussions will be aided by Cornwall Council officers being able to review the full suite of DCO application documents on the National Infrastructure Planning website (at the point of submission).

### 5.2 Specific matters outstanding

5.2.1 The table below sets out the matters which are outstanding between Highways England and Cornwall Council.

5.2.2 The table describes the matter being discussed and Cornwall Council's position. Highways England's position, and any action which may be taken by Highways England in relation to the outstanding matter. The date the respective positions of the parties were reached is also presented.

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
1. Principle of Development				
1.1.	No matters identified			
2. Project Description				
2.1.	East Facing slip roads at Chybucca junction	<p>Cornwall Council consider it desirable to include east facing slip roads on Chybucca junction.</p> <p>Cornwall Council consider a westbound off slip at Chybucca junction to be desirable, if both east facing slip roads are not provided</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</p>	<p>Cornwall Council response to statutory consultation 12/03/2018</p> <p>Highways England response 21/08/2018</p>

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
			<p>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 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</p>	

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
			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	
2.2.	Bilingual signage	It is Cornwall Council policy to encourage Cornish language if appropriate, and as such request consideration of Cornish version of major junction names	Traffic signs on the proposed and existing A30 are not bilingual (apart village and street name plates)	Email 02/08/2018 Highways England response 21/08/2018
2.3.	WCH provision at Chiverton	Cornwall Council recognises that the proposed underpass represents an improvement in WCH provision from that originally proposed at Chiverton, whilst supporting provision of a cycle/footbridge on the north-south desire line to link to St Agnes	<p>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</p> <p>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</p> <p>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</p>	Email 02/08/2018 Highways England response 21/08/2018

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
			<p>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)</p> <p>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</p>	
<b>3. Consultation</b>				
3.1.	No matters identified			
<b>4. Consideration of alternatives</b>				
4.1.	No matters identified			
<b>5. Approach to Environmental Impact Assessment</b>				
5.1.	No matters identified			
<b>6. Air Quality</b>				
6.1.	Draft Outline CEMP	It was considered that the draft Outline CEMP is generic at this time and comments are reserved on its provisions until the submission version is available	The Outline CEMP has been updated since the draft shared with Officers on 13 July 2018. Any specific comments regarding the Outline CEMP will be considered by Highways England in due course	Highways England response 21/08/2018
<b>7. Cultural Heritage</b>				
7.1.	Cornish distinctiveness	It would be desirable for the Cornish distinctiveness project (governing those assets that are distinctively Cornish) to be included in the assessment	Section 6.3 of Chapter 6 Cultural Heritage of the ES (Volume 6, Document Ref 6.2) includes reference to the policy as part of the assessment.	Highways England response 21/08/2018

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
7.2.	Warrens Barrow	Cornwall Council consider that the effect on the significance of the scheduled Warrens Barrow (NHLE no. 1016888) at Carland Cross will be large adverse on its temporary setting and large adverse from the scheme's construction (as opposed to moderate as identified in the draft ES Chapter)	Chapter 6 Cultural Heritage of the ES (Volume 6, Document Ref 6.2) has been updated since the draft shared with Officers on 13 July 2018. Any specific comments regarding the ES Chapter will be considered by Highways England in due course	Highways England response 21/08/2018
7.3.	Milestone relocation	Cornwall Council would prefer the two Turnpike milestones to be located on the existing A30 in their original position rather than relocated to the new A30	The Outline CEMP (Volume 6 Document Ref 6.4 Appendix 16.1) at Annex J includes a methodology for the protection of milestones during construction of the scheme	Highways England response 21/08/2018
7.4.	Cold war bunker	It would be desirable for the cold war bunker/World War 2 post near the quarry pond to the west of Carland Cross to be assessed in Chapter 6 of the ES (Volume 6 Document Reference 6.2)	Chapter 6 Cultural Heritage of the ES (Volume 6, Document Ref 6.2) has been updated since the draft shared with Officers on 13 July 2018. Any specific comments regarding the ES Chapter will be considered by Highways England in due course	Highways England response 21/08/2018
7.5.	Barrows	Cornwall Council requires more details on the proposed retaining wall for the Barrow to the south of the New A30 to the west of Carland Cross (NHLE no. 1017050). Cornwall Council consider that Barrows within the compound at Carland Cross (NHLE no. 1020758) are not sufficiently covered in the draft Cultural Heritage Chapter of the ES	Chapter 6 Cultural Heritage of the ES (Volume 6, Document Ref 6.2) has been updated since the draft shared with Officers on 13 July 2018. Any specific comments regarding the ES Chapter will be considered by Highways England in due course	Highways England response 21/08/2018
<b>8. Landscape and Visual</b>				
8.1.	Environmental Masterplans	Cornwall Council would prefer contours to be shown on the Environmental Masterplans	The contours and section details are shown on the General Arrangement and Section Plans (Volume 2, Document Reference 2.6) submitted with the DCO application	Highways England response 21/08/2018

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
9. Ecology				
9.1.	No matters identified			
10. Geology and Soils				
10.1.	Mineral Safeguarding Areas	The NPPF requirement is for local authorities to identify 'locations of know mineral resource' for safeguarding. It is not an indication of where mineral working is likely to take place in the future (unless subject to planning permission) nor is it a definitive list of those areas with workable mineral resources. The Council does not rule out the possibility of identifying further mineral safeguarding areas if sufficient evidence is available	This is noted and is not considered to affect the ES chapter as submitted	Highways England response 21/08/2018
11. Materials				
11.1.	Updated national policy	Cornwall Council note that the National Planning Policy Framework has been updated since comments on the draft ES	This has been updated in Chapter 10 Materials of the ES (Volume 6, Document Ref 6.2) since the draft shared with Officers on 13 July 2018.	Highways England response 21/08/2018
11.2.	Updated local policy	Cornwall Council note that a Minerals Safeguarding Development Plan Document is expected to be adopted in December 2018	This is noted and is not considered to affect the ES chapter as submitted	Highways England response 21/08/2018
11.3.	China Clay Waste	Increased use of china clay waste as primary aggregates would be desirable	Chapter 10 Materials of the ES (Volume 6, Document Ref 6.2) has been updated since the draft shared with Officers on 13 July 2018. Any specific comments regarding the ES Chapter will be considered by Highways England in due course	Highways England response 21/08/2018
11.4.	Top soil use	The use of top soil on verges should be decreased from proposed levels		
11.5.	Local suppliers of aggregates	Further local suppliers should be added to the list in Chapter 10 of the ES (Volume 6 Document Reference 6.2)		
11.6.	Surplus Peat	Cornwall Council would like to ensure that surplus Peat is not classified as waste		

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
11.7.	Cut turfs	Cornwall Council would like to ensure the re-use of cut turfs on site		
<b>12. Noise and Vibration</b>				
12.1.	Outline Noise and Vibration Management Plan (NVMP)	Cornwall Council has not reviewed the Outline NVMP and would like to review and comment on its content	The Outline CEMP (Volume 6 Document Ref 6.4 Appendix 16.1) at Annex K includes an Outline NVMP. Any specific comments regarding the Outline NVMP will be considered by Highways England in due course	Highways England response 21/08/2018
<b>13. People and Communities – Tourism and Recreation</b>				
13.1.	Tourist signage	Cornwall Council has requested for tourist signage to be erected where appropriate to strategic tourism and recreational assets, such as the WHS (subject to discussion and agreement with the relevant Officers)  The potential location and details of the signage has been identified by Cornwall Council	This is noted and Highways England will review and consider this request	Highways England response 21/08/2018
<b>14. People and Communities – Public Rights of Way</b>				
14.1.	No matters identified			
<b>15. Road Drainage and the Water Environment</b>				
15.1.	Acute pollution through road traffic accidents	Measures for dealing with acute pollution through road traffic accidents are not sufficient	The Outline CEMP (Volume 6 Document Ref 6.4 Appendix 16.1) at Annex H includes an Outline Pollution Prevention and Control Management Plan. Any specific comments regarding this part of the Outline CEMP will be considered by Highways England in due course	Highways England response 21/08/2018
15.2.	Forebays	Forebays should be provided on ponds under 500 metres cubed or clarification provided for why this is not required	It is considered that the water quality in the attenuation ponds is acceptable according to the HAWRAT assessment. Also, the	Highways England response 21/08/2018

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
			benefit of forebays for smaller ponds is not considered justified when taking into account the amount of land required for the earthworks associated with their provision	
15.3.	Assessment of effects	Clarification is sought for why Row 2 of Table 13.9 states N/A for degradation from accidental spillage	As set out in Table 13-5 of Volume 6 Document Ref 6.4 Appendix 13.3) the risk of accidental spillage is so low it is not considered as part of the assessment of the scheme	Highways England response 21/08/2018
15.4.	Maintenance	It is preferred that SuDS ponds are not fenced. A clear understanding of who has responsibility for maintenance, particularly with respect to any SuDS features that may serve both the old and new road is required. The extent and frequency of maintenance should follow the guidance set out in the VCIRIA SuDS manual.	The drainage design has 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	Highways England response 21/08/2018
15.5.	HAWRAT Assessment	It is not considered that point source pollution from RTAs has been sufficiently addressed in the HAWRAT assessment	The Highways Agency Water Risk Assessment Tool (HAWRAT), assessment has identified any water quality issues. Pollution control systems will be implemented to intercept potential pollution/contamination from any road traffic accidents	Highways England response 21/08/2018
15.6.	Highway drainage design assessment	The detail design stage should address a number of points raised regarding drainage on the side road network and liaison with Cornwall	The draft DCO (Volume 3, Document Reference 3.1) includes Requirement 13 (surface and foul water drainage), which	Highways England response 21/08/2018

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
		Council will be required to produce an effective and acceptable set of drainage networks for the side roads	requires written details of the surface and foul water drainage to be prepared in consultation with Cornwall Council	
16. Consideration of Cumulative effects				
16.1.	No matters identified			
17. Environmental Management				
17.1.	No matters identified			
18. Environmental Growth				
18.1.	No matters identified			
19. De-trunking				
19.1.	Funding	Cornwall Council requires advance funding to identify the de-trunking proposals that will form the measures that they intend to be secured through planning obligations	Highways England will fund proportionate measures through planning obligations <sup>2</sup>	14/05/2018 De-trunking meeting
19.2.	Boxheater junction reconfiguration	<p>Junction reconfiguration is required. A number of options need to be considered, including improvements to Scotland Road. This work should be linked to decision that is made at Herver Lane as the two issues are linked.</p> <p>Priorities need to be reconsidered based on vehicle movements. Safety issue for the operation of the junction, especially if Herver Lane is closed.</p> <p>Boxheater is considered a key junction in terms of detrunking.</p>	<p>Improvements to Boxheater junction will not be carried out by Highways England as part of the construction of the scheme.</p> <p>Any options that require works to Boxheater junction (including those requiring third party landtake) will be provided by Cornwall Council and secured as part of planning obligations.</p> <p>Boxheater is not a priority for Highways England as there is no evidence from the traffic modelling that the scheme will</p>	14/05/2018 De-trunking meeting

<sup>2</sup> Planning obligations between Highways England and Cornwall Council either by section 106 of the Town and Country Planning Act 1990 or section 278 of the Highways Act 1980.

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
		Land should be acquired in the DCO	benefit traffic movements at Boxheater junction.  Highways England will provide and review the outcomes of the Safety Audit, flows, and geometry study at Boxheater junction with Cornwall Council to inform the scope of any agreement of planning obligations	
19.3.	WCH provision	WCH provision will be determined taking into account feasibility studies ongoing. Highway England will fund these works	Provision for WCHs will not be funded by Highways England as part of any planning obligations.  Measures in the form of engineering solutions or road markings should be provided by Cornwall Council (funding source to be determined)	14/05/2018 De-trunking meeting
19.4.	Adoptable side road design standards	Cornwall Council are yet to agree to departures from DMRB standards for adoptable side roads	Highways England are awaiting confirmation from Cornwall Council regarding the acceptability of side road departures from DMRB standards	03/01/2018  Reviewed 14/05/2018 De-trunking meeting
19.5.	Existing A30 Width	Highway England will pay for any changes to the existing A30	This will be carried out by Cornwall Council following the construction of the scheme and will not be funded by Highways England	14/05/2018 De-trunking meeting
19.6.	Lay-bys on existing A30	A layby strategy and associated works will be funded by Highways England	A layby strategy will not be funded by Highways England	14/05/2018 De-trunking meeting
19.7.	Shortlanesend	Traffic along B3284 will increase through Shortlanesend. Cornwall Council are considering the strategic and practical implications of the scheme on this area.  Highway England to pay for any improvements to the B3284	Traffic along B3284 will increase through Shortlanesend. Cornwall Council will need to come up with a strategy to solve this.  Funding source to be determined	14/05/2018 De-trunking meeting

<b>Ref.</b>	<b>Matter</b>	<b>Cornwall Council position</b>	<b>Highways England position</b>	<b>Date of the position</b>
20. Traffic and Transport				
20.1.	No matters identified			
21. Draft Development Consent Order				
21.1.	No matters identified			



# Appendix A Signing Sheet

## A.1

For signing	
Signed	
On Behalf of	Cornwall Council
Name	
Position	
Date	

For signing	
Signed	
On Behalf of	Highway England
Name	
Position	
Date	

# Appendix B Cornwall Council's response to statutory consultation

Josh Hodder  
Project Manager  
Major Projects South West  
Highways England  
Temple Quay House  
2 The Square, Temple Quay  
Bristol  
BS1 6HA

**Your  
ref:**  
**My ref:**  
**Date:**

12 March 2018



Dear Josh

**Re: A30 Chiverton to Carland Cross consultation response**

I have pleasure in submitting our response to the above consultation on behalf of Cornwall Council.

The Council welcomes this 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 Council 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.

We welcome the opportunity to work with Highways England on making the de-trunking process a success but stress that sufficient time, resources and money will need to be dedicated to this work as the impact of the new A30 on the surrounding highway network is significant.

May I thank you, WSP/PB and Arup for getting this scheme to the consultation process so effectively and the way our respective staff have worked collaboratively together.

Our responses to the specific questions in the consultation document are attached.

Yours sincerely



Nigel Blackler  
Service Director – Transport and Infrastructure

Jeremy Edwards

## **A30 Chiverton to Carland Cross Consultation response**

- 1. Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?**
  - We agree to the changes to Chiverton roundabout with the creation of a gyratory instead of a dumbbell arrangement.
  - We have concerns that the west-bound off-slip will be affected by traffic queueing on the A390 which may give rise to traffic queueing back onto the A30.
  - We remain to be convinced that eastbound traffic will not route through Chacewater.
  - We are not satisfied that there is adequate NMU provision at Chiverton and would like to see a NMU crossing following the alignment of the B3277 to St Agnes.
  - We would seek to minimise the intrusion of street lighting on this junction.
  - We would still like to see further work undertaken for the provision of a westbound off-slip from the A390 as currently exists.
  
- 2. Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?**
  - We welcome the provision of west facing slip roads.
  - We think it essential to address the concerns of residents and include east facing slip roads, especially the provision of a westbound off-slip.
  - We note that the B3284 to Shortlanesend is forecast to see considerable increase in traffic and measures will need to be introduced to deal effectively with this increase.
  
- 3. Do you have any comments on our proposals for the Zelah to Carland cross section of the scheme?**
  -
  
- 4. Do you have any comments on the Preliminary Environmental Information Report**
  - It is a comprehensive document and was useful at the consultation.
  
- 5. Do you have any comments on the mitigation that we are proposing, or any other suggestions for mitigation?**
  - We welcome the provision of the wildlife overbridge but would like to see it available for use by NMUs.
  - We are content that throughout the development of this scheme we have had the opportunity to influence the design of the scheme.

- Wherever possible we would like to see effective screening of the road either by earth bunding or other measures.
- Where accommodation tracks are provided for residents' use we would like to see these made publically accessible to NMUs and to link with public rights of way wherever possible.
- Wherever possible we would like to see the minimum use of streetlighting.

**6. Do you have any comments on what will happen to the existing A30 after the new A30 is built?**

- We welcome the opportunity to work with Highways England on making the de-trunking process a success.
- Sufficient time, resources and money will need to be dedicated to de-trunking to ensure its success.
- The impact of the new A30 on the surrounding highway network should not be underestimated.
- We would like to significantly reduce rat-running on the County road network.
- We see considerable issues to be resolved at Penstraze Lane and the access to Rosecarnick farm.
- We see considerable issues to be resolved at Herver Lane and the associated works at Boxheater Junction.
- At Boxheater Junction we would like to see further development work for the realignment of the junction.
- 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 NMU's.
- We note that the B3284 to Shortlanesend is forecast to see considerable increase in traffic and measures will need to be introduced to deal effectively with this increase.
- We note that Scotland Road and A3075 to Trevemper is forecast to see considerable increase in traffic and measures will need to be introduced to deal effectively with this increase.
- We would like to agree proposals for the reduction in the number of lay-bys on the existing A30.
- We would also like to minimise the number of 'dead' sections of highway.

**7. Do you have any anything you think we will need to consider as we develop our construction plans further?**

- We 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.

# **Appendix C Report to Portfolio Holder 8 November 2017: Cornwall Council Response to Statement of Community Consultation**

Report to:	<b>Portfolio Holder for Transport</b>	
Date:	<b>8 November 2017</b>	
Title:	<b>A30 Chiverton to Carland Cross</b> <b>Cornwall Council response to Statement of Community Consultation</b>	
Portfolio Area:	<b>Transportation and Planning</b> <i>Note: if there is more than one Portfolio Area which may have significant involvement in the issue the quarterly meeting of Cabinet, Scrutiny Chairmen, CDT, Monitoring Officer and Chairman of the Council will discuss who leads</i>	
Divisions Affected:	<b>All</b>	
Relevant Scrutiny Committee: <b>Economic Growth &amp; Development</b>		
Authors, Roles and Contact Details:	<b>Nigel Blackler, Service Director, Transportation and Infrastructure, <a href="mailto:nblackler@cornwall.gov.uk">nblackler@cornwall.gov.uk</a> 01872 323084</b> <b>Jeremy Edwards, Environment Liaison and Events officer, <a href="mailto:jedwards@cornwall.gov.uk">jedwards@cornwall.gov.uk</a> 01873 237878</b>	
Approval and clearance obtained:	<b>Y</b>	
<b>For Cabinet and delegated executive decisions only</b>		
Key decision? (≥£500k in value or significant effect on communities in two or more electoral divisions)	<b>N</b>	
Published in advance on Cabinet Work Programme?	<b>N</b>	
Urgency Procedure(s) used if 'N' to Work Programme?	<b>N</b>	
Date next steps can be taken		

**Recommendation:**

1. That the proposed Statement of Community Consultation should be approved subject to amending the document included in Appendix 2:

Figure 1 – add in more background detail to the map.

Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme.

Para 6.1.1 – delete Truro Daily as no paper exists.

add in Cornwall Live, Newquay Voice and St Austell Voice.

include attendance at Cornwall Council on 21 Nov 2017.

attend a further briefing for Cornwall Council on 23 Jan 2018.

Para 8, table 1 – amend County hall opening times to Mon to Fri, 9am-5pm.

Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.

Para 9.1.2 – add an additional event in the Fraddon/Indian Queens area.

## **1. Executive Summary**

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation (SoCC) for the A30 Chiverton to Carland Cross scheme and the proposed programme of consultation events. The Council is required to respond within 28 days from the date of the formal notice and no later than 13 November 2017.

The purpose of the SoCC is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on the proposals before Highways England submits its Development Consent Order application.

## **2. Purpose of Report**

This report sets out the Council's proposed response to the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme and proposed programme of consultation events put forward by Highways England. The Council is required to respond within 28 days from the date of the formal notice and no later than 13 November 2017.

### **2.1 Background**

The A30 connects Penzance in west Cornwall with the M5 in Exeter. The section of the A30 between the Chiverton and Carland Cross is the last remaining single carriageway on the A30, between the M5 at Exeter and Camborne in Cornwall. The proposed scheme includes the construction of a new 12.7km, 70mph dual carriageway between Chiverton and Carland Cross. The existing A30 will be de-trunked and retained as a new local road.

The current road is associated with regular delays and congestion. As well as improving journey time and reliability on the strategic road network, the proposed scheme will provide new and improved connectivity for minor roads leading north to Newquay and south to Truro. This will create a consistent, high quality dual-carriageway between Camborne and the M5 at Exeter. The improvements delivered by the A30 Chiverton to Carland Cross scheme will support residents, businesses and visitors to Cornwall

Two rounds of consultation on the A30 Chiverton to Carland Cross scheme have already been undertaken.

In 2015, Cornwall Council, on behalf of Highways England, held public engagement events to gauge support and seek feedback on the need for improvements to the existing A30. The engagement showed overwhelming support for an improvement to this section of the A30, both locally and from across Cornwall.

In autumn 2016, Highways England held a consultation on options for improvements to the A30 between Chiverton and Carland Cross. The consultation provided local communities and stakeholders with the opportunity to view, discuss and help shape the proposals prior to the selection of a preferred route.

The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. Highways England anticipates that a DCO application for the scheme will be submitted in September 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the policy framework for DCO applications to be considered against.

Highways England is developing the A30 Chiverton to Carland Cross scheme under the Planning Act 2008. It has published its draft Statement of Community Consultation, as required under Section 47 of that Act. It has consulted Cornwall Council, the local authority responsible for the area where the scheme will be built, about plans to consult the local community.

When Highways England submits its DCO application, Cornwall Council and the Secretary of State must consider whether the consultation has been adequate. Feedback on the draft outline for the A30 Chiverton to Carland Cross scheme Statement of Community Consultation (SoCC) took place with officers on 26 September 2017 and 2 October 2017.

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication along with publicity for the proposed programme of consultation events. The Council is required to respond within 28 days from the date of the formal notice and no later than 13 November 2017.

The purpose of the SoCC is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on our proposals before we submit our DCO application.

Statutory consultation under section 47 of the Act will take place between January and March 2018 [dates to be confirmed]. This covers a period of six weeks (42 days). The minimum required under the Act is 28 days. This will be the final stage of consultation before the DCO application is made in September 2018.

During the consultation Highways England proposes to provide information on various topics including:

- the alignment of the main dual carriageway
- junction layouts and strategy
- works to the existing road ('de-trunking') and side roads
- environmental assessments and potential environmental impacts
- environmental mitigation measures
- arrangements for the construction stage of the scheme
- arrangements to mitigate the severance of any communities, farms, or businesses.

### **3. Benefits for Customers/Residents**

Following completion of the A30 Temple to Higher Carblake improvement, this section of the A30 is the last remaining length of single carriageway between Camborne and the M5 motorway, and regularly experiences congestion and delays.

The A30 Chiverton to Carland Cross scheme will; reduce congestion; unlock growth; connect communities; improve safety, operation and efficiency and protect the environment.

### **4. Relevant Previous Decisions**

This scheme has been considered by the Council's Local Transport Board at its meeting on 14 March 2017.

### **5. Consultation and Engagement**

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

The purpose of the Statement of Community Consultation is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on the proposals before Highways England submit its DCO application.

### **6. Financial Implications of the proposed course of action/decision**

There are no direct financial implications arising from this report.

If the proposal to dual the A30 between Chiverton and Carland Cross is approved and goes ahead, it should be noted that the existing A30 will be de-

trunked, and become the responsibility of the Council, as the Highway Authority, to maintain. There will be costs involved in maintaining this road, and negotiations are ongoing with Highways England on the condition of the road at handover and what additional funding would be required to maintain it.

## **7. Legal/Governance Implications of the proposed course of action/decision**

This report sets out that the Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication along with publicity for the proposed programme of consultation events. The Council is required to respond within 28 days from the date of the formal notice and no later than 13 November 2017.

## **8. Risk Implications of the proposed course of action/decision**

There are no risk implications arising from this report.

## **9. Comprehensive Impact Assessment Implications**

A comprehensive impact assessment is not considered necessary for this report.

## **10. Options available**

A briefing session was held on 31 October 2017 with both portfolio holders, representatives of Highways England, its consultants Arup and Council officers.

That the proposed Statement of Community Consultation should be approved subject to amending the document included in Appendix 2:

Figure 1 – add in more background detail to the map.

Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme.

Para 6.1.1 – delete Truro Daily as no paper exists.

add in Cornwall Live, Newquay Voice and St Austell Voice.

include attendance at Cornwall Council on 21 Nov 2017.

attend a further briefing for Cornwall Council on 23 Jan 2018.

Para 8, table 1 – amend County hall opening times to Mon to Fri, 9am-5pm.

Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.

Para 9.1.2 – add an additional event in the Fraddon/Indian Queens area.

## **11. Supporting Information (Appendices)**

Appendix 1 – letter dated 16 October 2017.

Appendix 2 – Draft Statement of Community Consultation.

## 12. Background Papers

None

## 13. Approval and clearance

### All reports:

Final report sign offs	This report has been cleared by (or mark not required if appropriate)	Date
Governance/Legal (Required for <b>all</b> reports)	Vanessa Davis	9 November 2017
Finance (Required for <b>all</b> reports)	Leah Thomas	6 November 2017
Equality and Diversity (If required)		
Service Director (Required for <b>all</b> reports)	Nigel Blackler	10 November 2017
Strategic Director (If required)		

### Draft reports process checklist for Cabinet/individual decision reports:

Complete the checklist below while you are drafting your Cabinet or individual decision report. It will be removed before publication.

Process checklist	Completed
Portfolio Holder briefed	<b>Yes/No</b>
Strategic Director briefed	<b>Yes/No</b>
Service Director sign off	<b>Yes/No</b>
Data protection issues considered	<b>Yes/No</b>
If exempt information, public (part 1) report also drafted. (Cabinet/Scrutiny)	<b>Yes/No</b>
If not on Cabinet Work Programme, Scrutiny offered the opportunity to consider the report	<b>Yes/No</b>

# Appendix B Statement of Common Ground with Natural England

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# 1 Introduction

## 1.1 Purpose of this document

1.1.1 This document is a Statement of Common Ground (SOCG) between Highways England and Natural England in relation to the A30 Chiverton to Carland Cross scheme. It has been prepared in accordance with DCLG Guidance on the pre-application process<sup>1</sup>.

1.1.2 The document identifies the following between the two parties:

- Matters which have been agreed
- Matters currently outstanding (subject to negotiation or not agreed)

1.1.3 The SoCG will continue to evolve as the application for development consent progresses through the pre-application and examination stages.

## 1.2 Structure of this SOCG

1.2.1 The SOCG is structured as follows:

- Section 1 describes the organisations party to this SOCG and the status of the agreement.
- Section 2 states the role of Natural England in the application, and sets out the consultation undertaken.
- Section 3 presents the topics covered in this SOCG.
- Section 4 lists those matters which have been agreed, including the date that this matter was agreed.
- Section 5 is a table of matters outstanding, incorporating a description of the matter, the position of Natural England, the position of Highways England and any actions taken to address the matter, and the date of the latest position including any further meetings planned regarding the matter.
- Appendix A includes the signing sheet.

## 1.3 Status of this SOCG

1.3.1 This SOCG is a correct reflection of the position of the parties as of 13 August 2018. Both parties will continue to review the matters that are still subject to negotiation.

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<sup>1</sup> Department for Communities and Local Government. Planning Act 2008: Guidance for the examination of applications for development consent. (2015)

## 2 Consultation

### 2.1 Role of Natural England

- 2.1.1 Natural England is a statutory body established under the Natural Environment and Rural Communities Act 2006 (NERC Act). Natural England is the statutory advisor to Government on nature conservation in England and promotes the conservation of England's wildlife and natural features. It is financed by the Department for Environment, Food and Rural Affairs (Defra) but is a Non-Departmental Public Body, which forms its own views based on the best scientific evidence available.
- 2.1.2 Natural England works for people, places and nature, to enhance biodiversity, landscapes and wildlife in rural, urban, coastal and marine areas; promoting access, recreation and public well-being, and contributing to the way natural resources are managed so that they can be enjoyed now and by future generations.
- 2.1.3 Status in relation to the application –
- Statutory consultee

### 2.2 Summary of consultation

- 2.2.1 Highways England has been in consultation with Natural England since 14 June 2016. The parties have continued communicating throughout the progression of the project. The consultation with Natural England is set out below:

**Table 2-1 Pre-Application Consultation**

Date	Method	Topic	Consultation Details
14/06/2016	Email and memo dated 10/06/16	Ecological survey methodology	WSP request on ecological survey methodology, in particular regarding bat survey methodology in light of the recent Berthinussen & Altringham (2015) publication on bat survey of linear schemes. Email included a memo dated 10/06/16 which outlined the approach for bat assessment, including desk study, roost surveys and activity surveys, crossing point surveys and reasons why advanced bat survey techniques were not proposed.
18/07/2016	Email	Bat survey methodology	Natural England raised concerns that the methodology being proposed did not include landscape scale transect surveys as set out in the Berthinussen & Altringham (2015). Natural England described that any deviation from these proposals would come under a high level of scrutiny.
22/07/2016	Conference Call	Bat survey methodology	Conference call between WSP and Natural England on the above bat survey methodology.
01/09/2016	Email and memo dated 01/09/16	Bat survey methodology	WSP to Natural England – Memo on Bat Survey Approach v2 (update to previous version with clarification of deviations from the Defra study, where this is proposed).
13/12/2016	Email with meeting notes of workshop 03/09/16	Bat survey methodology	WSP highlighted discussions between John Altringham and Anna Berthinussen at a workshop during National Bat Conference on the pros and cons of the landscape scale effects survey methodology. The fact it does not help inform where crossing points are and is debatable whether it helps describe activity and diversity levels compared to the Collins (2016) methodology.
26/01/2017	Memo dated 26/01/16	Bat survey methodology	Natural England's Senior Mammal Specialist's (Katherine Walsh) response to memo (01/09/16) and meeting notes (03/09/16) stating that the landscape scale effects methodology should be used in combination with existing transect survey methodology for identifying key foraging areas and so on, and reiterated the importance of including them to inform a baseline by which to compare monitoring results post-development.
27/01/2017	Workshop	Value Management Workshop	Natural England confirmed they consider the Dorset heathland to be the same value as within Newlyn Downs (SAC). Natural England noted that SSE plc is required to create new heathland to the northeast of Carland Cross to mitigate for their project. Suggested creation of habitat in the barrow field to the south. Loss of Dorset heath would need to be compensated for (by more than 1 to 1).
31/01/2017	Meeting tele-conference	Bat survey methodology	To come to a final agreement on the bat survey proposals for the Scheme, including recommendations on the landscape-scale survey methodology. Actions – Natural England to conclude on methodology for trees. Building proposals accepted as reasonable survey effort. WSP – Described deviation from crossing-point methodology (deviation from a dusk/dawn to scope in/out crossing point locations. WSP have used transects/SM2 surveys to inform location of crossing points

Date	Method	Topic	Consultation Details
			<p>together within knowledge of landscape to avoid significant cost without additional gain in understanding). Natural England considers this approach reasonable to determine crossing point survey locations.</p> <p>WSP described method of scoping in/out advanced survey techniques. Current thoughts are that they are unlikely to be needed as WSP have a good understanding of species composition and distribution/use of the site and relevant surrounding area. Natural England considered scoping out should not occur until in receipt of results of initial building/tree inspections. WSP confirmed advanced techniques would be required prior to July and/or September. Data would be required to inform impact assessment and potentially shadow licensing.</p> <p>Natural England stated John Altringham was currently producing a guidance document for consultants with regards to application of the research. Highways England cautioned that they would require schemes to be assessed on a case-by-case basis as to the benefits of applying the landscape-scale survey methods as clearly this will not be necessary across the board.</p>
01/02/2017	Email	Bat survey methodology	<p>Natural England are satisfied that WSP will be undertaking the landscape scale transect methodology as laid out in Berthinussen and Altringham (2015) for the Scheme.</p> <p>Natural England are satisfied with approach to the building surveys, which follow methodology set out in Collins (2016) and the crossing point survey methodology, which is a combination of Berthinussen and Altringham (2015) and other methods.</p> <p>As discussed the tree survey methodology will form the basis for any follow up/additional survey work, for example using more advanced techniques to locate barbastelle roosts if this proves necessary. Currently, approach to tree surveys is appropriate bearing in mind that additional surveys may be necessary.</p> <p>WSP to Natural England – WSP are proposing to Highways England that the landscape scale transect methodology will be undertaken by a team of surveyors over a single week in June / July 2017.</p>
08/02/2017	Email	Information on SSE habitat creation work south of Newlyn Downs SAC	<p>WSP requesting information on SSE habitat creation work south of Newlyn Downs SAC. In particular, whether the habitat creation is compensation for direct or indirect impacts on the SAC and therefore whether the habitat creation would be legally considered part of the SAC, or priority habitat. WSP queried whether there was a Habitats Regulations Assessment related to the proposal.</p> <p>NE to WSP – NE understands this is being carried out by Scottish Power as part of a planning condition following the repowering of their Carland Cross Windfarm.</p>
03/03/2017	Meeting (minutes provided)	Outline mitigation and compensation proposals	<p>Meeting proposed to provide Natural England with an overview of the current ecological baseline, and the proposals for further ecological input into the project design / early mitigation design.</p> <p>Natural England agreed in this meeting that the bisection of the heathland fragment in this location (near Carland Cross) was preferable to the alternatives described, and (later) that it is not considered to be 'functionally linked' supporting habitat to the SAC.</p>

Date	Method	Topic	Consultation Details
			<p>Natural England also agreed to the principle of like-for like (1:1) end point to habitat creation in this area (the heathland) with improvements on baseline where possible.</p> <p>Natural England agreed with the conclusions of 'No Significant Effects Report' taking account the results of the HRA completed under Stage 1 and 2 of the project.</p> <p>Natural England reiterated the importance of providing multi-species passages where possible.</p>
05/06/2017	Email	Bat Survey Methodology – Tree Surveys	WSP proposed diversion from Collins 2016: trees classified as having moderate to high potential and can be exhaustively searched during the tree climbing surveys (100% of all features can be surveyed), are re-climbed for the recommended number of survey visits as for emergence / re-entry surveys as per the BCT Good Practice Guidelines (2016) i.e. a tree with high potential will be climbed three times and a tree with moderate potential will be climbed twice (should no roost be found). If a roost is found or if the tree cannot be 100% surveyed, then emergence / re-entry surveys will be undertaken in order to characterise the roost (however the climbing surveys will constitute a survey visit).
27/06/2017	Email	Bat Survey Methodology – Tree Surveys	Natural England raised concerns over characterisation of tree roosts through aerial inspection only, if no dusk emergence or dawn re-entry survey undertaken. Also swarming activity around the trees would be missed if no dusk/dawn surveys. Concern over disturbance caused by repeated endoscope survey in known/potential maternity tree roosts. In essence, Natural England are happy for WSP to use more tree climbing surveys and not rely as much on the emergence/re-entry surveys but would not wish them to remove the emergence/dusk re-entry surveys altogether.
28/06/2017	Email	Bat Survey Methodology – Tree Surveys	WSP agree to amend methodology as follows: undertake emergence / re-entry surveys on confirmed tree roosts in most cases (unless it is possible to characterise the type of roost sufficiently by aerial inspections). The repeat aerial tree climbing surveys will be used as presence / likely absence surveys (where the tree can be 100% surveyed at height).
24/08/2017	Email	Bat Survey Methodology – Tree Surveys	<p>WSP to Natural England – Due to the number of day roosts of individual/small numbers of bats identified within 100m radius of the scheme during 2017, we propose that where roosts have been characterised sufficiently between 50 and 100m for common species (45 pips and BLE), surveys are ceased.</p> <p>For buildings within the scheme footprint and up to 50m radius, proposal is to continue to fully survey (up to 3 visits).</p> <p>Between 50m and 100m - only high potential buildings and confirmed roosts will continue to be surveyed plus any roosts or rarer species.</p>
06/09/2017	Email	Introducing Arup	Arup to Natural England – Introducing Arup and explaining that Arup have been awarded Stage 3 of the DCO application for the Scheme, and will be submitting a new DAS request.
16/10/2017	Email	DAS contract	Natural England to Arup – Enquiring what input would be required from Natural England by Arup under the DAS contract.

Date	Method	Topic	Consultation Details
18/10/2017	Email	Scheme Update	Arup to Natural England – Detailing programme dates and input required from Natural England, which included consultation on methodology, baseline results and findings, mitigation and enhancements proposed, and the approach and results of the HRA.
20/10/2017	Email	Bat Survey Methodology – Tree Surveys	Natural England are satisfied with approach set out 24/08/17, although if the surveys were conducted very early or very late in the season or were otherwise badly affected by inclement weather, they suggest these roosts may require further categorisation survey.
23/10/2017	Email	Ecology survey methodologies	Natural England to Arup – Natural England will phone Arup regarding ecology survey methodologies. Arup to Natural England – Confirming dates for phone meeting.
25/10/2017	Email and minutes dated 25/10/2017	Ecology survey methodologies	Arup to Natural England – Attaching minutes from phone meeting on the morning of 25/10/2017 and summarising actions, which included arranging a face-to-face meeting in November, and for Natural England to look into how specialists will be used to provide comments on methods and any other issues. Bat figures and bat survey methodology were also attached for Natural England to review. The minutes from the phone meeting include discussions around bats, dormice, badger, scoped out surveys, section 41 species, ornithology, habitats, NVC, hedgerow, invertebrates, reptiles, aquatics, and otters, with the conclusion for most being to discuss further at November meeting.
26/10/2017	Email	Ecology survey methodologies	Natural England to Arup – Approving phone meeting minutes from 25/10/2017, and adding action for Arup to check that any underground sites along the route have been identified and assessed for bat activity/roost potential.
30/10/2017	Email	Ecology survey methodologies	Arup to Natural England – Confirming addition of action for Arup to 25/10/2017 phone meeting minutes. Confirming that Natural England's bat specialist had given similar advice regarding underground sites to WSP, and Arup is currently gathering relevant email conversations.
31/10/2017	Email	Ecology survey methodologies	Natural England to Arup – Suggesting date for November meeting, as per 25/10/2017 email. Arup to Natural England – Confirming date for November meeting.
08/11/2017	Email	Ecology survey methodologies	Arup to Natural England – Arup have added a sentence to the 25/10/2017 phone meeting minutes following discussions with WSP, stating that some of the results from the bat surveys cannot be used in the assessment as they only provide a yearly summary, with Natural England agreeing that a monthly break down of bat results is required to determine effects. Natural England to Arup – Agreeing with the edit to the 25/10/2017 phone meeting minutes.
14/11/2017	Email	Bat records	Arup to Natural England – Requesting information on the current status of the greater horseshoe bat breeding colony at Trehane Barton SSSI, 6km south of the scheme.
20/11/2017	Email	Bat records	Natural England to Arup – Cornwall Bat Group may have undertaken bat monitoring but they are unaware of the progress or results and offered to pass on Steve Marshall's contact details.

Date	Method	Topic	Consultation Details
22/11/2017	Email	Bat records	Arup to Natural England – Confirming request for Steve Marshall's contact details. Natural England to Arup – Passing on Steve Marshall's contact details.
22/11/2017	Email	Ecology survey methodologies, results and mitigation	Arup to Natural England – Sending proposed agenda to Natural England for face-to-face meeting, including summary report of methodology, baseline results, and current mitigation and enhancement strategies.
04/12/2017	Email	Heathland values	Arup to Natural England – Found previous consultation showing that Jeremy Clitherow (Natural England) had considered that the heathland area adjacent to the quarry pond was of the same value as the SAC, which is in conflict with the AIES which states that this heathland area is not considered to be 'functionally linked' to the SAC. Natural England to Arup – Requesting survey data on the heathland area. Arup to Natural England – Giving details on the NVC survey on the heathland area.
06/12/2017	Email	Heathland values	Natural England to Arup – Agreeing that the heathland area is not of SAC quality or functionally linked to Newlyn Downs, and that the conclusion within the AIES is fine as it stands. Natural England requested the area of the site, emphasising that it was important to replace the lost heathland aiming for no-net-less and potential net-gain. Arup to Natural England – Stating that current plans are to link habitat to connected habitat with the heathland at Newlyn Downs SAC, thus providing connectivity to a presently isolated area of heathland and providing 2:1 heathland creation to loss.
07/12/2017	Email	Heathland values	Arup to Natural England – Confirming the area of the isolated heathland patch as 6832m <sup>2</sup> based on WSP's 2017 Phase 1 map.
27/11/2017	Meeting	Ecology survey methodologies, results and mitigation - Meeting	Arup meeting with Natural England to discuss ecology survey methodologies, results and mitigation. Discussions captured in meeting notes dated 27/11/2017.
12/12/2017	Email and meeting notes dated 27/11/2017	Ecology survey methodologies, results and mitigation - Meeting	Arup to Natural England – Sending minutes from face-to-face meeting between Natural England and Arup on 27/11/2017 under the DAS contract. Topics discussed include scoped out surveys, bat surveys, heathland restoration and air quality, habitats, dormice, badger, otter, birds, reptiles, terrestrial invertebrates, aquatic ecology, and section 41 species. NE are satisfied with the method by which water vole and great crested newt have been scoped out. They are also content with assessing S41 species (other than those of higher protection) at a habitat level. Following meeting, an action with Arup was to send a summary of all bat survey methodology and relevant consultation between WSP and Natural England to allow Natural England to decide whether

Date	Method	Topic	Consultation Details
			<p>further survey work is required for bats. Natural England were going to pull together information on potential roost presence at Chyverton Estate.</p> <p>Habitat calculations were discussed with Natural England stating that they would prefer Arup to use their own habitat calculator which is due to come out in September 2018, but Natural England will send this to Arup when required.</p> <p>Arup and Natural England agreed on the likely absence of dormice.</p> <p>Natural England stated that they would like to see the justification within the otter report regarding the deviation from guidance in reducing the recommended 500m study area to 250m.</p> <p>Natural England stated that they would prefer habitat manipulation and creation rather than fencing/translocation for reptile mitigation.</p> <p>Natural England were satisfied that no specific amphibian surveys took place, and that Section 41 species are assessed on a habitat level rather than an individual species survey level. Standard construction mitigation and safe places of refuge would be sufficient.</p>
13/12/2017	Email	Ecology survey methodologies, results and mitigation - Meeting	Natural England to Arup – Confirming receipt of minutes and giving details on possible ways to find out more about the potential day roost at Chyverton Estate, including talking to the Cornwall Wildlife Trust, a contact at the Cornwall Bat Group, and the Environment Agency.
07/02/2018	Email and document dated 07/02/2018	Consultation Response on the PEIR	<p>Natural England consultation response to the PEIR, covering: air quality; climate change adaptation; designated sites; net gain; designated landscape and landscape character; protected species; water quality; and hydrology.</p> <p>The consultation response is provided in Appendix B, and details of which are covered in the Matters Agreed and Matters Outstanding.</p>
15/02/2018	Email	Bat methodology, results and mitigation	Arup to Natural England – Sending bat summary report, pulling together survey methods, efforts, and coverage, and highlighted where Arup considered there may be gaps in the data. Mitigation and preliminary dimensions for wildlife crossings were also included.
21/02/2018	Emails	Bat methodology, results and mitigation	<p>Natural England to Arup – Requesting that Arup provide specific question for the Natural England bat specialist to answer.</p> <p>Arup to Natural England – Clarifying that the summary report has been produced to allow Natural England to review the survey coverage and results of the bat surveys against the proposed mitigation, to answer the following questions:</p> <p>Do Natural England consider the survey methods, coverage and results for bat activity to be satisfactory to inform the DCO assessment?</p>

Date	Method	Topic	Consultation Details
			<p>Do Natural England consider survey methods, coverage and results for bat roosts to be satisfactory to inform the DCO assessment?</p> <p>Do Natural England consider the survey methods, coverage and results for bat roosts to be satisfactory to inform EPS licences?</p> <p>Do Natural England consider the existing surveys for bat roosts alongside the proposed top-up surveys as identified in the report to be satisfactory to inform EPS licences?</p> <p>Do Natural England consider the mitigation proposed in the form of landscape planting and crossing structures (both under and over passes) sufficient to ensure no significant effects to bats based on the results obtained?</p> <p>At present we have not proposed the specific bat mitigation for the effects on bat roosts other than draft licence applications will be submitted with the DCO application. All bat roosts within 50m of the development will be considered in terms of disturbance and appropriate mitigation agreed with NE will be drafted. Are NE satisfied with this approach?</p>
27/02/2018	Email	Loss Priority Woodland and potential for Ancient Woodland status	Arup to Natural England – Requesting advice from Natural England on the holding objection from the Woodland Trust received 02/02/2018 through the formal PEIR consultation response (The Woodland Trust suggested that an area of woodland at grid reference SW7950149771 may be unmapped ancient woodland, based on the presence of this woodland on 1st Edition OS maps. The Woodland Trust placed a holding objection on the preferred route option until the status of the ancient woodland was determined).
28/02/2018	Email	Loss Priority Woodland and potential for Ancient Woodland status and HRA methodology	<p>Arup to Natural England – Expanding on holding objection from the Woodland Trust, including a summary on the area of woodland in question. Arup queried whether, based on the information available to Natural England, they think it is viable to classify the area of woodland as ancient woodland.</p> <p>Natural England to Arup – Natural England will check whether they have specialists available to look into the area of woodland and provide an answer.</p> <p>Natural England to Arup – Querying what input Arup require on HRA methodology.</p>
05/03/2018	Email, forwarding email dated 02/03/2018	Terrestrial Invertebrates survey report and Heathland	Natural England to Arup – Forwarding email from Natural England Invertebrate specialist, who reviewed the Terrestrial Invertebrates survey report and concluded that the isolated heathland area is too small to make a good SSSI, but that it is too good to put a road through, and stating that the invertebrate assemblage in this heathland area is the premise for the West Penwith pSSSI. Natural England queried what the options are to go around this area of heathland rather than through it. The specialist also highlighted that some of the IUCN statuses of species have changed and may therefore change the outputs from Pantheon/ISIS.

Date	Method	Topic	Consultation Details
06/03/2018	Email	Nightjar Surveys	Arup to Natural England – Attached Nightjar Survey Report produced by WSP, expressing concern that surveys in Areas 2 and 3 may not have been carried out within Gilbert et al., 1998 guidance, and requesting advice from Natural England as to whether the results from the Nightjar Survey would be sufficient to inform the DCO application.
15/03/2018	Email	Terrestrial Invertebrates survey report and Heathland	Arup to Natural England – Forwarding response from Invertebrate Report author to Natural England, requesting that Natural England Invertebrate specialist responds to queries raised by the author. Having checked the IUCN statuses and checked the output of the revised Pantheon the author states that the F003 assemblage recorded from sites 3, 4, and 5 combined still show Favourable Condition Status, whilst the F001 Scrub edge assemblage also registered as in Favourable Condition for these sites which was not the case in the original analysis. Natural England to Arup – Natural England Invertebrate specialist detailing some status updates on Pantheon.
19/03/2018	Email and review dated 13/03/2018	Nightjar Surveys	Natural England to Arup – Attached a review from Natural England’s ornithological specialist. The review expressed the requirement for further desk survey work to scope in or scope out additional areas, and to subsequently justify not conducting further survey work, or to conduct additional survey work as appropriate.
19/03/2018	Email	Loss Priority Woodland and potential for Ancient Woodland status	Natural England to Arup – Confirming that they have secured an ancient woodland specialist to look into queries.
29/03/2018	Email	Air Quality and HRA	Arup to Natural England – Querying what Natural England wish to see relating to air quality and how this will inform the HRA.
03/04/2018	Email and meeting minutes dated 22/03/2018	Bat Surveys and Mitigation	Arup to Natural England – Attaching minutes from phone meeting between Arup and Natural England bat specialist, and summarising main points from meeting. Natural England approve of the ten proposed underpasses designed and suitable for bats. Arup described the issue of potential lighting for walkers, cyclists, and horse riders (WCHs) use at Church Lane and Newlyn Downs underpass, explaining the option for motion sensor lighting triggered by WCHs but not by bats/other wildlife, assuming that lighting would likely only be required in winter months. Natural England

Date	Method	Topic	Consultation Details
			<p>are satisfied that this is a practical compromise but stated that Arup need to ensure lighting is avoided in the bat activity period.</p> <p>Natural England questioned why radio-tracking had not been undertaken, and Arup stated that activity surveys were extensive and referred Natural England to previous consultation between them and WSP. Natural England agreed that a suitable solution to the gap identified on bat activity information at the quarry pond is to deploy an automated static detector (SM2 or equivalent) at the quarry pond for a minimum of five nights in May/June/July 2018. Natural England stated that deployment in August might be useful but not essential.</p> <p>Following gaps identified in baseline information on certain roosts, Natural England and Arup is in agreement on the following further bat roost surveys:</p> <p>Update ground level tree assessment (GLTA) along proposed realigned section of existing A30 south of Chyverton Estate/woodland (April 2018);</p> <p>Tree climbing survey of T94 and T99 (April 2018);</p> <p>Emergence and trapping survey, followed by dawn re-entry survey, at Building 35 Nancarrow Farm barn (May/June 2018);</p> <p>Daytime inspection of 3x buildings at Pennycomequick, followed by one emergence survey of the complex of buildings (May/June 2018);</p> <p>Daytime inspection of Building 32 at Marazanvose, followed by 2x emergence surveys of the building on separate occasions (May and July); and</p> <p>Daytime inspection of Zelah Farm buildings adjacent to proposed new Tolgroggan bridge (April/May 2018).</p> <p>Natural England agreed that a wildlife pond adjacent to a proposed attenuation pond at Carland Cross would be sufficient to mitigate for the impacted quarry pond.</p>
04/04/2018	Email	Outstanding DAS queries	<p>Arup summarising outstanding queries under DAS contract which include justifications of why the heathland area around the quarry pond and the woodland between Town and County Motors and the solar farm are being directly impacted; the feasibility of accommodating a wildlife pond around Carland Cross; advice on the HRA and air quality impacts; and the methodology of nightjar surveys to be carried out by Arup in Summer 2018.</p>
04/04/2018	Email	Loss Priority Woodland and potential for Ancient Woodland status	<p>Natural England to Arup – Forwarding advice from the ancient woodland specialist, who concluded that there is not enough evidence to support the woodland as being ‘ancient’. Natural England questioned whether Arup would like the findings summarised in a report.</p>

Date	Method	Topic	Consultation Details
10/04/2018	Email	Loss Priority Woodland and potential for Ancient Woodland status	Arup to Natural England – Arup will forward the response from Natural England’s ancient woodland specialist to the Woodland Trust to see if this is sufficient for the Woodland Trust to remove their holding objection. If not, Arup may request a report summarising the specialist’s findings.
10/04/2018	Email	Air Quality and HRA	Arup to Natural England – Expressing that based on recent consultation there is the potential that more sites in addition to Newlyn Downs SAC may need to be considered relating to air quality criteria.
16/04/2018	Email and attached advice	Air Quality and HRA	Natural England to Arup – Attaching guidance regarding HRA screening and the potential differences between DMRB and Natural England significance screening for road schemes. The guidance states that designated sites within 200m of the edge of the road should be screened for significance. Goss Moor SAC is within 200m of the edge of the road network (not within 200m of the Scheme) but may still be subject to adverse air quality impacts due to the increase in traffic on the road network at this point, triggered by the proposed Scheme.
17/04/2018	Email	Biodiversity Calculators	Arup to Natural England as we haven’t seen the Natural England biodiversity calculator we have currently compared habitat in terms of hectares of Phase 1 Habitats lost vs. Phase 1 Habitats gained through the Landscape Masterplan. This gives straight area figures which can be compared. Would NE see this level of detail as sufficient to inform net loss vs. net gain for the application or would NE see a Biodiversity Offset Calculator necessary for a DCO application?
17/04/2018	Email	Biodiversity Calculators	Arup to Natural England confirming that the consultation response (07/02/2018) requested use of the Defra Biodiversity Metric.
24/04/2018	Email	Biodiversity Calculators	Natural England happy if the Defra metric is used
25/04/2018	Email	Air Quality and HRA	Arup request clarity on difference between DMRB and NE guidance in Air Quality assessment.
02/05/2018	Email	Air Quality and HRA	Natural England clarified differences in guidance. NE guidance differed from DMRB in certain situations where NE’s own investigations have highlighted potential issues with the DMRB methodology. One of those situations is a change of less than 200 HDVs for single and dual carriageway roads. DMRB would screen that scenario out as insignificant change, but NE investigations have shown that is not necessarily the case and it may lead to a significant change i.e. >1% of Critical Level. NE require further assessment where change in AADT for HDVs is <200 in this instance.

Date	Method	Topic	Consultation Details
02/05/2018	Email	Alignment at Nanteague Farm and Carland Cross	Arup issued a Memo (dated 01/05/2018) on the justification of the alignment near Nanteague Farm and Carland Cross relating to the scheme going through a Priority Woodland and Heathland. The Memo provided an assessment of alternatives based on environmental impacts, road safety and buildability. Within this email Arup inform that the note was sufficient for The Woodland Trust to remove their holding objection relating to the woodland. Arup also confirm that heathland and woodland planting will be at least 2:1.
10/05/2018	Email	Alignment at Nanteague Farm and Carland Cross	Arup informing Natural England that the Woodland Trust had removed their holding objection, and requesting a further meeting.
22/05/2018	Phone Call and email summary following	Alignment at Nanteague Farm and Carland Cross, Statement of Common Ground (SoCG) meeting	Call between Arup and NE - discussions on HRA and set up of meeting to finalise SoCG. NE in theory agree with justification of alignment but to look through memo and capture their position in the SoCG. Arup described current position with HRA and methodologies/assessments applied to determine potential effects. NE in theory agree with approach but requested further details to discuss in meeting. Arup informed that HE had declined the use of the The Defra Biodiversity Metric, but a full assessment and calculation of habitats to be lost versus those being created / replaced through the Environmental Masterplan will be provided. NE agreed that this will be sufficient to inform the Biodiversity assessment. Agree meeting date 06/06/2018 to discuss matters above, mitigation measures and SoCG. Email that followed highlighted topics to be discussed in the agreed meeting and what Arup was to provide ahead of meeting, being: 1. the Draft SoCG, 2. Outline to HRA approach, and 3. Information to inform on mitigation, at least a week ahead of meeting – being 30th May. The email also confirmed that no other designated site is predicted to have an increase on HGVs on the Affected Roads Network as a result of scheme.
23/05/2018	Email	Otter Survey Methods, Cattle Grazing for SAC and LVIA Methods	Arup requested Natural England's position on 1. Deviation to DMRB guidance for otter, 2. Loss of supplementary grazing field for cattle used to graze SAC, and 3. LVIA methodology used as agreed with Cornwall Council.
29/05/2018	Email	Air Quality and HRA	Natural England agreed with the rational and methodology relating to air quality, and in relation to assessing designated sites the 200 HDV threshold is either exceed (and thus being considered) or have a predicted reduction or no change in HDV.
30/05/2018	Email	Otter Survey Methods, Cattle	Natural England confirmed (relating to email from Arup 22/05/2018) that 1. The deviation from DMRB guidance for otter surveys was currently being assessed by a Natural England mammal specialist, as to

Date	Method	Topic	Consultation Details
		Grazing for SAC and LVIA Methods	whether the deviation was appropriate , 2. Grazing rights etc. for the field adjacent to Newlyn Downs SAC being looked into, 3. Agreed with the justification of AONB. Arup sent Natural England a note laying out the proposed approach to the HRA, and a summary and justification of species crossings and mitigation design, ready for discussion at subsequent meeting.
04/06/2018	Meeting	SoCG	A meeting between Natural England and Arup to go through the draft SoCG and confirm matters agreed and matters outstanding as of 04/06/2018.
06/06/2018	Email	SoCG, HRA, Otter Survey Methods	Arup to Natural England – Attaching minutes from 04/06/2018 meeting, and confirm actions for Natural England of 1. Sending through ecological survey information and associated citations for the Mid-Cornwall Moors SSSI to inform the HRA, 2. To provide information and a decision relating to the cattle grazing and part loss of grazing field due to the scheme, for inclusion within the HRA, 3. To confirm with Natural England’s mammal specialist that Paul Chanin’s deviation from DMRB otter guidance is acceptable in light of otter populations in Cornwall and his knowledge. Natural England to Arup – Providing confirmation the mammal specialist agrees with the methodology used by Paul Chanin during the otter surveys. Arup to Natural England – Attaching updated SoCG based on 04/06/2018 meeting.
12/06/2018	Email	Summary of position and actions	Natural England to Arup – Summarising position on various topics as follows: Air Quality – Issues bottomed out and no further discussion needed, Alignment justifications – Natural England in agreement with alignment justification (as of 04/06/2018 meeting), Species crossings – Natural England in agreement of species crossings (as of 04/06/2018 meeting), 04/06/2018 Meeting minutes – will review as soon as possible (aware that some actions still lie with Natural England), SoCG - will review as soon as possible, Note of approach to HRA – will review as soon as possible. Arup to Natural England – Confirming actions required by Natural England of 1. To provide information and a decision relating to the cattle grazing and part loss of grazing field due to the scheme, for inclusion within the HRA, 2. Sending through ecological survey information and associated citations for the Mid-Cornwall Moors SSSI to inform the HRA
19/06/2018	Email	HRA	Natural England to Arup – Attaching map of supplementary cattle grazing field adjacent to Newlyn Downs SAC, and the Part 3 HLS – Management of environmental features relating to this grazing field. Natural England confirmed in this email that the area lost to the scheme would significantly affect the ability of the agreement holder to manage the SAC, resulting in a negative impact on the European Sites designation. Natural England to Arup – Attaching maps displaying up to date NVC data for Goss and Tregoss Moor, and a location map for Mid Cornwall Moors SSSI. Natural England to Arup – Attaching Mid Cornwall Moors SSSI supporting information document, notification document, and least favourable condition tables.

Date	Method	Topic	Consultation Details
20/06/2018	Email	HRA, Terrestrial Invertebrates	<p>Natural England to Arup – Attaching site unit maps for Mid-Cornwall Moors SSSI</p> <p>Natural England to Arup – Attaching marsh fritillary distribution and habitat map, and NVC survey data commissioned by Natural England and non-NVC data submitted by Highways England to inform the Mid Cornwall Moors SSSI designation.</p> <p>Arup to Natural England – Stating that Arup have not changed the text within the Terrestrial Invertebrate report to reflect the slight changes in conservation statuses identified within the Pantheon assessment, but that instead a justification will be provided within the main text of the Environmental Statement chapter explaining that despite the changes in conservation status, the Condition Statuses from the Pantheon assessment have not changed. Arup requested confirmation that Natural England agree with this approach, and that statement that ‘status changes would not significantly alter key findings’.</p>
21/06/2018	Email	Terrestrial Invertebrates	<p>Natural England to Arup – Confirming agreement with the approach described in 20/06/2018 email regarding conservation status changes.</p>
25/06/2018	Email	HRA	<p>Natural England to Arup – Expressing that in Natural England’s view, the DMRB methodology relating to air quality screening (i.e. &lt;200 HDV vehicles or &lt;10kmh average speed increase) is not sufficient to be compliant with Habitat Regulations Assessment and does not follow the methodology Natural England recommend for air quality assessment on roads.</p> <p>However, Natural England also state that they likely agree with the ultimate conclusions of the HRA, and it is their understanding that none of those designated sites screened out as no LSE have been done so based in part on the two DMRB criteria that Natural England believe may not be sufficiently precautionary (ie &lt;200 HDV vehicles or &lt;10kmh average speed increase), and this should be stated in the assessment document.</p> <p>The assessment should acknowledge the advice Natural England have already provided regarding certain DMRB criteria not being sufficiently precautionary to be compliant with Habitat Regulations Assessment in certain situations based on Natural England’s evidence.</p> <p>Furthermore, Natural England request that Arup ground truth findings from aerial photography around Breney Common and Goss and Tregoss Moors SAC.</p>
26/06/2018	Email	HRA	<p>Arup to Natural England – Requesting GIS shapefiles for the Mid Cornwall Moors SSSI NVC survey, and a Marsh Fritillary distribution map to inform the HRA.</p> <p>Arup to Natural England – Stating that all other designated sites within 200m of the network are predicted to stay similar or reduce in HDVs, and as such, if the assessment were to utilise Natural England’s &lt;200 HDV figure (wherever that is set), the assessment would remain the same.</p> <p>Also expressing that it may be difficult to do a ground truthing exercise in time for DCO submission, but it may be something that can be obtained for examination.</p>

Date	Method	Topic	Consultation Details
			Natural England to Arup – Requesting that Natural England methodology is acknowledged within the HRA in case of challenge.
28/06/2018	Email	HRA	Natural England to Arup – Attaching GIS shapefiles of the Mid-Cornwall Moors SSSI NVC data.
23/07/2018	Email	HRA	Highways England to Natural England – Sending HRA documents and requesting comments by Friday 3 <sup>rd</sup> August.
24/07/2018	Email	HRA	Natural England to Highways England – Confirming receipt of HRA documents and requesting extension to Wednesday 8 <sup>th</sup> August for returning comments. Arup to Natural England – Agreeing with extension to Wednesday 8 <sup>th</sup> August.
07/08/2018	Email with memo attached	HRA	Natural England to Arup – Agreeing with findings and stating that they therefore have provided no further comments. The attached memo states that Natural England concur with the assessment conclusions (of no adverse effects on the integrity of any of the sites in question due to the scheme), providing that all mitigation measures are appropriately secured in any permission given.
08/08/2018	Email	SoCG	Issue of updated Statement of Common Ground to Natural England.

### 3 Topics covered in this SOCG

3.1.1 The following table is a summary of the topics which are considered within this SOCG.

Topic number	Topic
1	Ecological and Protected Species Methodology
2	Ecological Assessment Methodology
3	Designated Sites
4	Potential Ecological Effects
5	Ecological Design, Mitigation and Enhancement
6	Habitat Regulation Assessment
7	Air Quality
8	Designated Landscapes and Landscape Character
9	Landscape and Visual Impacts
10	Water Quality
11	Hydrology
12	Climate Change Adaptation

## 4 Matters agreed

4.1.1 The table below shows those matters which have been agreed by the parties, including that matter's reference number, and the date and method by which it was agreed.

Reference number	Matter agreed	Date and method of agreement
<b>1. Ecological and Protected Species Methodology</b>		
<b>1.1</b>	<b>Scoped Out Surveys</b>	
1.1.1	NE agree with the method by which water vole, white clawed crayfish and great crested newt have been scoped out. They are also happy with assessing S41 species (other than those listed below) at a habitat level.	27/11/2017 meeting (in meeting note 12/12/17) and 04/06/2018 meeting
<b>1.2</b>	<b>Protected Species Surveys</b>	
1.2.1	Natural England agrees with the text within the PEIR regarding protected species surveys, and those further detailed within specific consultation, particularly regarding bats and badger.	Consultation response 07/02/18 and meeting 04/06/2018
1.2.2	Natural England are satisfied with the methodology and results of reptile surveys.	27/11/2017 meeting
1.2.3	Natural England agreed that there is nothing of particular significance in terms of aquatic ecology along the scheme. This topic was therefore not consulted on further.	27/11/2017 meeting
1.2.4	Natural England agreed that two years' worth of surveys is sufficient for dormouse survey and agree with likely absence of dormice.	27/11/2017 meeting (in meeting note 12/12/17)
1.2.5	Natural England stated they would want to see the justification of survey guidance deviation to decide if they agree / will accept the deviation from standard DMRB otter survey methodology by Paul Chanin, who reduced the search buffer from the recommended 500m to 250m, and instead assumed presence throughout and focussed survey on identifying otter breeding and resting places. Arup provided justification via email 23/05/2018, to which Natural England responded in agreement to deviation on 06/06/2018 via email.	27/11/2017 meeting (in meeting note 12/12/17) and 06/06/2018 email

Reference number	Matter agreed	Date and method of agreement
1.2.6	Natural England requested further desk survey work to scope in or scope out additional areas, and to subsequently justify not conducting further survey work, or to conduct additional survey work as appropriate. Arup accept and currently conducting further surveys.	19/03/2018 Email
1.2.7	Natural England would like to see temperatures included in the ES for all bat surveys undertaken. Temperature will be provided in the ES and any deviations from guidance will be clearly stated.	Consultation response 07/02/18
1.2.8	Natural England are in agreement with the bat activity and bat roost methodologies employed however gaps were identified on bat activity information at the quarry pond and in baseline information on certain roosts. Suitable solutions were agreed between Natural England and Arup as described within the 22/03/2018 meeting minutes. Arup is currently conducting the agreed surveys. Radio tracking was discussed and Natural England agreed that the mitigation provided was extensive as were the activity survey coverage as to determine effects.	22/03/2018 Meeting minutes
1.2.9	Due to further surveys for bats as agreed in 1.3.2 above the draft licence application (as required for DCO process) will be formally submitted during examination. However, discussions with Natural England's protected species licence team leading up to this will ensure that the licence mitigation has been agreed prior to submitting.	04/06/2018 meeting minutes
1.2.10	Natural England did not think bait marking would add much value, and agreed with Arup's approach not to undertake any. Natural England stated that Arup, however, need to justify in licence application why bait marking has not been done.	27/11/2017 meeting (in meeting note 12/12/17)
1.2.11	Licences from Natural England will be required in relation to European Protected Species, badgers and other species listed on Schedule 5 of the Wildlife and Countryside Act 1981. Natural England has suggested a project-wide licence may be suitable for badgers. Arup will consult with the protected species licence team regarding this.	27/11/2017 meeting (in meeting note 12/12/17) and 04/06/2018 meeting
1.2.12	Natural England agrees with the surveys and mitigation proposed for badgers.	07/02/18 Consultation response
1.2.13	Natural England agrees with Arup's approach to addressing Conservation status changes of terrestrial invertebrates in the terrestrial invertebrates report.	21/06/2018 Email
<b>2. Ecological Assessment Methodology</b>		
<b>2.1</b>	<b>Net Gain</b>	

Reference number	Matter agreed	Date and method of agreement
2.1.1	Natural England request that net gain is calculated for this development using The Defra Biodiversity Metric. Highway England declined use, but Arup described (22/05/2018) that a full assessment and calculation of habitats to be lost versus those being created / replaced through the Environmental Masterplan will be provided. Natural England agreed that this will be sufficient to inform the Biodiversity assessment.	Consultation response 07/02/18. Phone Call 22/05/2018
<b>3. Designated Sites</b>		
3.1	<p>Natural England requested that the road corridor captures any opportunities to provide connectivity links between Newlyn Downs SSSI, Carrick Heaths SSSI, and Carnkief Ponds and Ventongimps SSSI, but also building links between statutory designated sites, non-statutory sites such as County Wildlife Sites as well as other areas of semi-natural habitat.</p> <p>Arup have 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 particular Para 109).</p> <p>Natural England agreed with this approach, as described in the 04/06/2018 meeting minutes.</p>	Consultation response 07/02/18 and 04/06/2018 meeting
3.2	<p>The land between scheme and Newlyn Downs SAC provides important back up grazing for cattle which graze the SAC (which are used for the conservation management of the SAC). Natural England request that the scheme does not constrain the land manager's ability to manage the SAC.</p> <p>Arup confirmed the amount of grazing land to be lost amounts to approximately 2.67ha in an email to Natural England on 23/05/2018. Natural England replied in an email on 19/06/2018 that this loss would affect the ability of the agreement holder to manage the SAC, and would impact the SAC's designation.</p> <p>Arup consulted with the land manager on 20/06/2018, who identified an area for conversion of arable land to grazing land to ensure that cattle can continue to be used to graze the European Site. The land available is viable for conversion and an adequate size and can be secured through agreement. This approach was laid out in the Statement to Inform an Appropriate Assessment (SIAA) Report (Volume 6 Document Ref 6.5). In a memo dated 07/08/2018, Natural England concurred with the assessment conclusions in the SIAA report of no Likely Significant Effect on Newlyn Downs SAC, providing that all mitigation measures are appropriately secured in any permission given.</p>	Consultation response 07/02/18, 23/05/2018 email, 19/06/2018 email, 20/06/2018 emails, 07/08/2018 memo.
<b>4. Potential Ecological Effects</b>		
<b>4.1</b>	<b>Priority Woodland</b>	
4.1.1	Natural England concluded that there is not enough evidence to support the woodland (near Nanteague Farm) as being ancient woodland and would not be added to the Ancient Woodland Inventory.	04/04/2018 Email and 04/06/2018 meeting

Reference number	Matter agreed	Date and method of agreement
	Arup produced memo (01/05/2018) showing alternative alignments and the environmental constraints involved with regard avoiding the woodland near Nanteague Farm. Natural England agreed the bisection of the woodland preferable to the alternatives described in memo 2018.	
<b>4.2</b>	<b>Priority Heathland</b>	
4.2.1	<p>Natural England agreed that the bisection of the heathland fragment near Carland Cross was preferable to the alternatives described in 03/03/2017 meeting.</p> <p>Natural England confirmed that the isolated heathland area is too small to make a good SSSI although the invertebrate assemblage in this heathland area is the premise for the West Penwith pSSSI. Natural England queried what the options are to go around this area of heathland rather than through it.</p> <p>Arup produced memo (01/05/2018) showing alternative alignments and the environmental constraints involved. Natural England agreed the bisection of the heathland fragment preferable to the alternatives described in memo 2018.</p> <p>Natural England queried whether heather from the heathland to be lost could be translocated to an area of proposed heathland planting. Arup have included within Chapter 8 of the Environmental Statement (Volume 6 Document Ref 6.2) that the heathland to be lost will be translocated to a receptor site within the scheme, most likely to be adjacent to the eastern edge of Newlyn Downs SAC, which will then form the heathland connection from the isolated heathland to the SAC.</p>	03/03/2017 meeting, and 04/06/2018 meeting.
4.2.2	Loss of heathland will be compensated by more than 1 to 1.	04/06/2018 meeting
4.2.3	Natural England agree that the heathland area (adjacent to the quarry pond near Carland Cross) is not of SAC quality or functionally linked to Newlyn Downs, and that the conclusion within the AIES is fine as it stands (being that this heathland area is not considered to be 'functionally linked' to the SAC). Natural England requested the area of the site, emphasising that it was import to replace the lost heathland aiming for no-net-loss and potential net-gain.	06/12/2017 Email
<b>4.3</b>	<b>Ponds</b>	
	<p>Arup has investigated the proposal for a wildlife pond (as previously requested by NE) adjacent to the proposed attenuation pond and determined this would be ineffective as a wildlife pond, and unnecessary as the scheme design includes for the retention of the quarry pond, therefore no replacement pond is deemed necessary.</p> <p>Natural England agreed with this approach in the 04/06/2018 meeting.</p>	04/06/2018 meeting
<b>5. Ecological Design, Mitigation and Enhancement</b>		
5.1	Natural England would prefer habitat manipulation and creation rather than fencing/translocation regarding reptiles.	27/11/2017 meeting (in

Reference number	Matter agreed	Date and method of agreement
		meeting note 12/12/17)
5.2	Standard construction mitigation and safe places of refuge would be sufficient for amphibians.	27/11/2017 meeting (in meeting note 12/12/17)
5.3	Natural England approve of the ten proposed underpasses designed and suitable for bats. Arup described the issue of potential lighting for walkers, cyclists, and horse riders (WCHs) use at Church Lane and Newlyn Downs underpass, explaining the option for motion sensor lighting triggered by WCHs but not by bats/other wildlife, assuming that lighting would likely only be required in winter months. Natural England are satisfied that this is a practical compromise but stated that Arup need to ensure lighting is avoided in the bat activity period.	22/03/2018 Meeting minutes
5.4	Natural England approve of the badger mitigation (21 underpasses and fencing throughout) and that it seems comprehensive and suitable for a road scheme.	22/03/2018 Meeting minutes
5.5	Natural England are satisfied with the mitigation proposed (otter fencing and the 23 crossings suitable for otter).	22/03/2018 Meeting minutes
<b>6. Habitat Regulations Assessment</b>		
6.1	The recent court ruling in respect to HRA (European [April 2018] C323/17, People Over Wind, Peter Sweetman v Coillte Teoranta) that screening should not take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site. As such, construction mitigation will not be considered at screening, thus Newlyn Downs SAC will be screened in to appropriate assessment (for construction mitigation and possible hydrological and sediment effects). Breney Common and Goss and Tregoss Moors SAC will be screened in to appropriate assessment based on potential effects relating to air quality on the affected road network.	04/06/2018 meeting
6.2	Arup provided the Statement to Inform an Appropriate Assessment to Natural England for their review/comment. In response to this, Natural England agree with the assessment conclusions of no adverse effects on the integrity of any of the sites in question due to the scheme, providing that all mitigation measures are appropriately secured in any permission given. Natural England's response is provided in Appendix C of this SoCG for reference. Natural England was in agreement with the Planning Inspectorate response on the methodology of including construction mitigation in the screening matrix.	07/08/2018 Email with memo attached
<b>7. Air Quality</b>		

Reference number	Matter agreed	Date and method of agreement
7.1	Natural England agreed with the rationale and methodology relating to air quality, and in relation to assessing designated sites the 200 HDV threshold is exceeded (and thus being considered) or have a predicted reduction or no change in HDV.	29/03/2018 email
<b>8. Designated Landscapes and Landscape Character</b>		
8.1	Natural England agreed with the methodology and justification provided by the Cornwall Council AONB Unit and the Landscape Officer, both of which have stated that they do not require effects on the AONB to be assessed (see Statement of Common Ground with Cornwall Council).  For completeness, Highways England is assessing the indirect landscape effects on this designation, as well as including a representative viewpoint from St Agnes Beacon. All effects (landscape and visual) on the AONB are assessed as neutral and insignificant.	30/05/2018 email
<b>9. Landscape and Visual Impacts</b>		
9.1	Natural England agreed with the methodology and justification that the Landscape Officer at Cornwall Council has advised that the Landscape Description Units (LDU's) are inappropriate for use in assessing this Scheme, and has requested that the Landscape Character Areas (LCA's) are used instead (agreed on 9th August 2017). Four LCA's are therefore included in the landscape assessment of effects.	30/05/2018 email
9.2	Natural England agreed with the methodology and justification that the Landscape and Visual Impact Assessment will be undertaken with reference to GLVIA3 and to DMRB IAN 135/10 Landscape and Visual Effects Assessment. This was agreed to by Cornwall Council on 9th August 2017. An assessment of cumulative effects will also be carried out.	30/05/2018 email
<b>10. Water Quality</b>		
10.1	As requested by Natural England in the Consultation Response 07/02/2018, the ES will consider all water quality impacts on surface or groundwater relevant to designated sites, as well as wider catchment issues during construction and operation.  The design of runoff pathways and attenuation ponds have considered wildlife in terms of position, planting and where suitable allowing access for otter.  Water management features will be designed and considered as a key element in a Green Infrastructure approach to the design and management of the road corridor.	04/06/2018 meeting
<b>11. Hydrology</b>		
11.1	As requested by Natural England in the Consultation Response 07/02/2018 the ES will consider and assess potential hydrological impacts on heathland and designated sites and where required appropriate mitigation designed.	04/06/2018 meeting

Reference number	Matter agreed	Date and method of agreement
<b>12. Climate Change Adaptation</b>		
12.1	As requested by Natural England in the Consultation Response 07/02/2018 the biodiversity assessment for A30 has been conducted in line with the principles set out in the “England Biodiversity Strategy: Climate Change Adaptation Principles. Conserving biodiversity in a changing climate”. Impacts of the proposed scheme on the natural environment in combination with climate change have been qualitatively assessed and documented in Chapter 15 of the Environmental Statement.	04/06/2018 meeting

## 5 Matters outstanding

### 5.1 Principal matters outstanding

- 5.1.1 The table below sets out the matters that are outstanding between Highways England and Natural England.
- 5.1.2 The table describes the matter being discussed and the Natural England / Highways England position, and any action that may be taken by Natural England / Highways England in relation to the outstanding matter.

Ref.	Matter	Natural England position	Highways England position	Date of the position
<b>1. Ecological and Protected Species Methodology</b>				
	No matters outstanding.			
<b>2. Ecological Assessment Methodology</b>				
	No matters outstanding.			
<b>3. Designated Sites</b>				
	No matters outstanding.			
<b>4. Potential Ecological Effects</b>				
4.1	Priority woodland	Natural England have queried whether trees within the priority woodland (near Nanteague farm) that are to be lost to the scheme could be translocated to adjacent woodland landscape planting.	This woodland comprises mature trees. It is difficult to translocate mature trees successfully. If the trees were to be translocated, it is likely that the crowns would need considerable reduction to allow them to establish, which would change the trees' habit and result in the loss of their distinctive character.  Translocation of the trees within the priority woodland is therefore not considered to be practical or proportionate to mitigate the impact predicted. Instead a	08/06/2018

Ref.	Matter	Natural England position	Highways England position	Date of the position
			substantial stand of Oak rich woodland will be planted on adjacent land within the scheme boundary. This is shown on the Environmental Masterplans (Volume 6, Doc Ref 6.3, Figure 7.6).	
<b>5. Ecological Design, Mitigation and Enhancement</b>				
	No matters outstanding.			
<b>6. Habitat Regulation Assessment</b>				
	No matters outstanding			
<b>7. Air Quality</b>				
	No matters outstanding.			
<b>8. Designated Landscapes and Landscape Character</b>				
	No matters outstanding.			
<b>9. Landscape and Visual Impacts</b>				
	No matters outstanding.			
<b>10. Water Quality</b>				
	No matters outstanding.			
<b>11. Hydrology</b>				
	No matters outstanding.			
<b>12. Climate Change Adaptation</b>				
	No matters outstanding.			

# Appendix A Signing Sheet

For signing	
Signed	
On Behalf of	Natural England
Name	
Position	
Date	

For signing	
Signed	
On Behalf of	Highway England
Name	
Position	
Date	

# Appendix B Natural England's Response to the PEIR

Date: 07 February 2018  
Our ref: 237049



**BY EMAIL ONLY**  
A30ChivertontoCarlandCross@highwaysengland.co.uk

Customer Services  
Hornbeam House  
Crewe Business Park  
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Cheshire  
CW1 6GJ

T 0300 060 3900

Dear Sir/Madam,

**Consultation:** Development Consent Order (DCO) in accordance with the Section 42 Planning Act 2008 as amended. A30 Chiverton to Carland Cross – review of Preliminary Environmental Information Report (PEIR)

Thank you for seeking our advice on the Preliminary Environmental Information Report HA551502-ARP-EAC-SW-RP-LE-000119 | P02, S3) dated 15 December 2017. Please note this is not an Environmental Impact Assessment Scoping Consultation (Regulation 15 (3) (i) of the EIA Regulations 2011).

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Within this letter we have commented specifically on the Preliminary Environmental Information Report (December 2017) and have highlighted some details that have come out of our recent discussions regarding protected species, specifically bats. Further detailed comments have been made on topic areas Air Quality and Water Quality, as these are the areas you have requested further advice on. General advice has been given regarding the other topic areas.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us. For any queries relating to the specific advice in this letter only please contact myself. For any new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

Yours sincerely

Laura Jones  
Natural England, Sustainable Development, Cornwall and the Isles of Scilly

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**Advice related to PEIR**

**1. General Principles**

Even though this is not an EIA Scoping report, a similar structure of the PEIR has been used and Natural England concurs with this decision. It is important that these sections are expanded once further details are confirmed once the project develops.

Specifically, details should include:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases.
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc.) resulting from the operation of the proposed development.
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen.
- A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects. Effects should relate to the existence of the development, the use of natural resources and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment.
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.
- A non-technical summary of the information.
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information.

It will be important for any assessment to consider the potential cumulative effects of this proposal, including all supporting infrastructure, with other similar proposals and a thorough assessment of the ‘cumulative’ effects of the proposed development with any existing developments and current applications. A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment.

**2. Topic areas**

**(comments in order of Preliminary Environmental Information Report [PEIR])**

**2.1 Air Quality**

The Environmental Assessment Scoping report states that the guidance presented in the 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. It should be noted that Natural England applies slightly different significance screening criteria for the protection of designated sites than those set out in the DMRB. The differences in approach are highlighted in the table below and should be taken into account and applied where appropriate .

<b>Road Type</b>	<b>Further assessment required:</b> (Schemes which may be incorrectly screened for air quality impacts by HA DMRB approach because they do not trigger the screening thresholds listed below)	<b>Accept DMRB Approach:</b> (Schemes which are likely to be correctly screened for air quality impacts by the HA DMRB approach because they do not trigger the screening thresholds listed below)
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Motorways	<ul style="list-style-type: none"> <li>daily average speed will change by 10 km/hr or more</li> </ul>	<ul style="list-style-type: none"> <li>heavy duty vehicle flows (HDV) will change by 200 AADT or more</li> <li>daily traffic flows will change by 1000 AADT or more</li> </ul>
Dual A Roads	<ul style="list-style-type: none"> <li>heavy duty vehicle flows (HDV) will change by 200 AADT or more</li> <li>daily average speed will change by 10 km/hr or more</li> </ul>	<ul style="list-style-type: none"> <li>daily traffic flows will change by 1000 AADT or more</li> </ul>
Single A Roads	<ul style="list-style-type: none"> <li>heavy duty vehicle flows (HDV) will change by 200 AADT or more</li> <li>daily average speed will change by 10 km/hr or more</li> </ul>	<ul style="list-style-type: none"> <li>daily traffic flows will change by 1000 AADT or more</li> </ul>
Rural Roads	<ul style="list-style-type: none"> <li>heavy duty vehicle flows (HDV) will change by 200 AADT or more</li> </ul>	<ul style="list-style-type: none"> <li>daily average speed will change by 10 km/hr or more</li> <li>daily traffic flows will change by 1000 AADT or more</li> </ul>

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.

Of particular relevance is air quality issues potentially impacting the SAC. Once the Temple improvements works on Bodmin Moor are complete, weekend queuing of peak period traffic (often in the summer) has the potential to move from Bodmin Moor to Carland Cross until the Carland Cross to Chiverton Improvements have been completed. It is important that baseline Air Quality monitoring commences now so that the potential air quality impacts on Newlyn Downs SAC as a consequence of this change in traffic movements can be understood.

Air quality in the UK has improved over recent decades but air pollution remains a significant issue; for example over 97% of sensitive habitat area in England is predicted to exceed the critical loads for ecosystem protection from atmospheric nitrogen deposition ([England Biodiversity Strategy](#), Defra 2011). A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. 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 ([www.apis.ac.uk](http://www.apis.ac.uk)). Further information on air pollution modelling and assessment can be found on the Environment Agency website.

#### Climate Change Adaptation

The [England Biodiversity Strategy](#) published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. 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 terms of both wildlife connectivity and catchment management. The NPPF requires that the planning system should contribute to the enhancement of the natural environment 'by establishing coherent ecological networks that are more resilient to current and future pressures' (NPPF Para 109), which should be demonstrated through the ES.



## 2.2 Ecology and Nature Conservation: Internationally and Nationally Designated Sites

All the proposed route corridor options would cross within approximately 200m of Newlyn Downs Special Area of Conservation.

Further detailed assessment of the proposal should consider the potential to affect designated sites. The proposed scheme is approximately 140m south of Newlyn Downs Special Area of Conservation (SAC). Land between the scheme and Newlyn Downs SAC provides important back up grazing for cattle which graze the SAC. You should ensure that the new road alignment does not constrain the land manager's ability to manage the SAC.

European sites (eg designated Special Areas of Conservation and Special Protection Areas) fall within the scope of the Conservation of Habitats and Species Regulations 2010. In addition paragraph 118 of the National Planning Policy Framework requires that potential Special Protection Areas, possible Special Areas of Conservation, listed or proposed Ramsar sites, and any site identified as being necessary to compensate for adverse impacts on classified, potential or possible SPAs, SACs and Ramsar sites be treated in the same way as classified sites.

Under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 an appropriate assessment needs to be undertaken in respect of any plan or project which is (a) likely to have a significant effect on a European site (either alone or in combination with other plans or projects) and (b) not directly connected with or necessary to the management of the site.

Should a Likely Significant Effect on a European/Internationally designated site be identified or be uncertain, the competent authority (in this case the Local Planning Authority) may need to prepare an Appropriate Assessment, in addition to consideration of impacts through the EIA process.

Natura 2000 network site conservation objectives are available on our internet site <http://publications.naturalengland.org.uk/category/6490068894089216>

### Sites of Special Scientific Interest (SSSIs) and sites of European or international importance (Special Areas of Conservation, Special Protection Areas and Ramsar sites)

It has been confirmed within PEIR, that four Sites of Special Scientific Interest are within 2km of the proposed route corridor. These sites include Newlyn Downs SSSI, Carrick Heaths SSSI, Camkief Ponds SSSI and Ventongimps SSSI. The SSSIs in this central part of Cornwall are characterised by their small size and dispersed distribution. We would like to see the road corridor capture any opportunities to provide connectivity links between these SSSIs, but also building links between statutory designated sites, non-statutory sites such as County Wildlife Sites as well as other areas of semi-natural habitat. By 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.

Further information on the SSSI and its special interest features can be found at [www.magic.gov](http://www.magic.gov). A full assessment of the direct and indirect effects of the development on the features of special interest is required and this should identify mitigation measures in order to avoid, minimise or reduce any adverse significant effects.

### Net Gain

Net gain is an approach that uses the development process to leave biodiversity in a better state than it was before the development started and secures wider benefits for people and the environment. It complements the mitigation hierarchy, it does not replace it (National Planning Policy Framework [NPPF] paragraph 152).



Net gain should be calculated for this development and should be delivered within the site boundary of a development (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.

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.

The Defra Biodiversity Metric (2012) Biodiversity Offsetting Pilots are currently being updated by Natural England and a new matrix is anticipated in September 2018. If you require further advice regarding the calculation of Net Gain, Natural England would be happy to provide advice. This calculation may be particularly relevant to the area of isolated heathland west of Carland Cross.

### 2.3 Designated Landscapes and Landscape Character

#### Nationally Designated Landscapes

The PEIR confirms the St Agnes section of the Cornwall Area of Outstanding Natural Beauty (AONB) lies approximately 5km north west of the A30. Consideration should be given to the direct and indirect effects upon this designated landscape and in particular the effect upon its purpose for designation, as well as the content of the relevant management plan.

#### Landscape and visual impacts

Natural England would wish to see details of local landscape character areas mapped at a scale appropriate to the development site as well as any relevant management plans or strategies pertaining to the area. Full assessment should also be made of the potential impacts of the development on local landscape character using landscape assessment methodologies. The road corridor is known to support important archaeological features which are prominent in the local landscape. These landscape features will require particular consideration.

Natural England supports the publication *Guidelines for Landscape and Visual Impact Assessment*, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition). The methodology set out is almost universally used for landscape and visual impact assessment. The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area.

### 2.4 Protected Species - Species protected by the Wildlife and Countryside Act 1981 (as amended) and by the Conservation of Habitats and Species Regulations 2010

The PEIR has identified a number of protected and notable species. Natural England does not hold comprehensive information regarding the locations of species protected by law, but advises on the procedures and legislation relevant to such species. Records of protected species should be sought from ERCCIS (Environment Record Centre for Cornwall and the Isles of Scilly), the National Biodiversity Network, Cornwall Wildlife Trust and local Recording groups. Consideration must be given to the wider context of the site for example in terms of habitat linkages along and across the road corridor and protected species populations in the wider area will be impacted or could be benefited by the new road, to assist in the impact assessment.

The conservation of species protected by law is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*. The area likely to be affected by the proposal should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included.

In order to provide this information there may be a requirement for a survey at a particular time of year. Surveys should always be carried out in optimal survey time periods and to current guidance



by suitably qualified and where necessary, licensed, consultants. Natural England has adopted standing advice for protected species which includes links to guidance on survey and mitigation.

#### **Further detailed information regarding protected species**

Natural England has been in discussions with Arup regarding a detailed survey methodology for a number of specific protected species, especially badgers and bats. Natural England agrees with the text within the PEIR regarding protected species surveys. Natural England hopes to continue to have discussions regarding survey timings in the future.

A number of specific comments are outlined below:

#### **Bats**

Bat surveys should be carried out in conditions suitable for bats to be active, ideally with temperatures no less than 10°C at sunset. So, we'd expect temperatures to be a minimum of 7°C throughout the surveys not less. It's disappointing that there is no reference to temperature in relation to any of the bat surveys carried out other than this one:

*"The landscape scale transect surveys were undertaken in accordance with best practice guidance and methodology [3]. They were carried out in July 2017, in appropriate weather conditions (temperature less than 7°C, wind less than 20 kilometres/hour, and no rain)..."*

**Continued discussion with Natural England is occurring regarding Bat survey and mitigation.**

#### **Badgers**

Natural England agrees with the surveys and mitigation proposed

#### **2.5 Water Quality**

Any potential water quality impacts on surface or groundwater relevant to designated nature conservation sites should be assessed both during the construction and operation phases. Impacts should be considered locally but also in the wider catchment where issues of run-off of silt and pollutants may potentially impact some distance from the construction location. The design of runoff pathways and attenuation structures has the potential to significantly benefit not only the management of water resources in the catchments through which the road corridor runs, but along these features can play an important role in benefiting wildlife using the road corridor. Water management features should be designed and considered as a key element in Green Infrastructure approach to the design and management of the road corridor.

#### **2.6 Hydrology**

Heathland sites whose catchment area falls within the road corridor will be sensitive to hydrological changes such as drainage. The significance of any such potential hydrological impacts on relevant designated nature conservation sites must be assessed and mitigation designed in at an early stage

# Appendix C Natural England's Response to the draft Statement to Inform an Appropriate Assessment Report

Date: 07 August 2018  
Our ref: 253535



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**BY EMAIL ONLY:**  
A30ChivertontoCarlandCross@highwaysengland.co.uk

Dear Sir/madam,

**Planning consultation:** A30 Chiverton to Carland Cross: Statement to Inform an Appropriate Assessment Report (HA551502-ARP-ERD-SW-RP-LE000012)

**Location:** Chiverton to Carland Cross, Cornwall

Thank you for your consultation on the above dated and received by Natural England on 23 July 2018.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

**No objection**

Natural England notes that the Statement to Inform an Appropriate Assessment Report has not been produced by the competent authority, but by the applicant. It will be the competent authority's responsibility to produce the HRA. We provide the advice enclosed on the assumption that the authority intends to adopt this HRA to fulfil its duty as competent authority.

The Statement to Inform an Appropriate Assessment Report concludes that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions, providing that all mitigation measures are appropriately secured in any permission given.

No further information has been given regarding the application so this letter only relates to the provisions of the Habitat Regulations. If you have any queries relating to any other queries regarding this application or the advice in this letter please contact me on 02080267476.

Should the applicant wish to discuss the further information required and scope for mitigation with Natural England, we would be happy to provide advice through our [Discretionary Advice Service](#).

Yours sincerely

Laura Jones  
Lead Adviser  
Devon, Cornwall and Isles of Scilly Team

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